THE TRUSTEES OF

THE KENDALL WHALING MUSEUM

ANNOUNCE WITH PLEASURE

THE APPOINTMENT OF

MR. M. V. BREWINGTON

SWIFT shipping out 1837

Tells of the time, when he made his first voyage, of the custom of the outfitters to put crews on board ships as soon as possible after being shipped, so as to keep them from leaving town.

One of the crew in the forecastle was sick and had not spoken for two days, nor had he eaten anything. The Captain brought out the man's luggage, had him carefully laid on his mattress in the boat and sent on shore and another man shipped in his place. The sick man was taken to the outfitters stor and a doctor sent for. The doctor found his pulse alright and could find no cause for his sudden and strange illness. The outfitter felt he was being deceived, so he locked the door and applied a rawhide whip to his patient which soon brought him to his senses.

At the time I sailed on my first voyage the Custom was with the outfitters to put Crews on board Ships as soon as possible after being Shipped so as to keep them from leaving town. In those days there were no railroads and men were sent to them from Boston & New York by Stage Coaches and packets and would be on their hands sometimes for several weeks in that case their board bills would use up a good share of their advance as the Ship's Agents would only give a stipulated Sum for each man after the vessels had gone to sea. So the sailor would have what remained of advance money to get an outfit for the voyage. I have known of some of the men

being sent to Gaile for safe
keeping untill the vessells
was Ready to Saile and there
puts on board. As Soon as
the Ships were loaded they were
puts in the Stream and Crew
were puts on board and often
remain a week or more before
the Ships Sailed on her Voyage
I know of a case where
the Crew were on board for
Several days, When the Capt
and pilot Went on board to go
to Sea the Shipkeeper told the
Capt there was one of the Crew
in the forecastle Sick who
had not Spoken for two day
neither had he eaten anything
The Capt Said he did not Care
to take a Sick man to Sea
and Rade his baggage but

up and put in the boat the man was put up and laid very carefully on his Matrass in the boat and sent on shore and another man shipped in his place
The sick man when landed was taken to the outfitters Store and placed on his cutting table in the back part of the Store and a doctor sent for who came and examined the man found his pulse all right and after a very carefull examination could find no cause for this sudding and strange illness The outfitter felt that he was being deceived left his clerk in charge went out and locked the door so he could not escape and came back

with a raw hide whip which he commence to apply to his patient which soon brot him to his senses he ran for the door but found it locked the merchant following and putting it on until the man begged for him to spare his life after being satisfied with the punishment he had applied he let him go That day a large gathering came to the store and threatened to mob him but he did not venture out of his store told them if they had any business with him to come in and he would settle it with any of them after a while they went away but he did not dare to venture out for some days without some one to accompany him

SWIFT

FEB. 1837

(New Bedford)

Anchored at Butters Flats, in the outer harbor (bitter cold) 2nd mate froze his ears coming to the ship on the pilot-boat. Sat. Feb. 19

Forced to anchor under the Island of Puna (?) due to heavy ice – back to Butters Flats to await more favorable weather to go to sea.

Mon. 21st got under way again. Writer was seasick – also broke a demijohn of turpentine. Captain gave him a paper to make a list of everything broken or lost, which the boy (writer) would be responsible for.

MISTAKEN IN DATES: SATURDAY WAS FEB. 18, MONDAY WAS FEB. 20.

(year not shown)

As "boy" — Age 15

Penetefe
Pasque (Quicksilver)

After laying at anchor of Butters flats
in the outer harbour Saturday Feb 19 for a week the Capt
2d mate and pilot came on board to
haul to sea. It was a bitter cold morning
the 2d mate froze his ears whilst com-
ing off to the ship on the pilot boat
~~he hove~~ The anchor was hove up
and Sails made and the ship headed
out the bay seaward with a strong
N. W wind blowing we had not pro-
ceeded far before the heavy ice in the
bay stayed our headway with a strong tide
running against the ship we were obliged
to anchor under the Island of Pune
next morning we hove up anchor and put
back to Butters flats and anchored to wait
for a more favorable time to go to sea
It was Sunday morning and the Church
bells were ringing as the Capt 2d mate
and pilot left the ship to go on shore
I asked the capt to allow me to accom-
pany them I told him I would like to

see mother besides I wanted Something I had forgotten. He told me I could write a note for what I wanted and he would bring it off. the next day (Monday the 21st) got under way again and put to sea with a fine breeze and fair weather but extemely cold after discharging our pilot and a few friends we had dinner. we had fresh beef stew and I assisted the steward in getting dinner on the table from the galley the strong fumes of the stew with the motion of the Ship turned my stomach upside down and as I entered the cabin where the capt and officers were waiting I commenced vomiting came near filling the dish which I had in my hands. one of the officers took it from me and with the assistance of the captns foot I was helped out of the cabin I crawled in to my birth and remained there until the next morning sea sick. The next day I was able to be around and assist the steward in putting his things

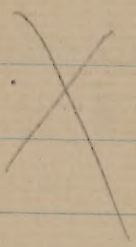
to be continued

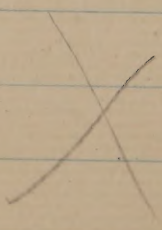
in place. The 3d day out my troubles began The crew were busily engaged in getting the boats ready for capturing whales if any came in sight. I was sent to get a grind stone which was in a locker under the cabin stairs I opened the door and the first I saw was a ~~letter bag~~ a bag which contained letters for Ships which we might meet on our voyage in pulling this out I rolled the grind stone against a demijohn of Spts of turpintine and broke it. which ran over the cabin floor, I was frightened the Steward told me to go and tell the Capt what I had done I went trembling and informed him of the accident he came down into the cabin and scolded and fumed about. We got a bucket from deck and scooped up what we could and put it in bottles, we had a nice new small copper funnell which I threw overboard with the pieces of glass which the Capt called for and could.

not be found. The following day the
Capt gave me some writing Paper
and told me to make a book and
write down every thing that was lost
or broke during the Voyage he said
a boy would loose or destroy more
on a voyage then he was worth
now the Carpenters tools chest was kept
in the Cabin and when he wanted any
tools to work with I had to take them to
him and at night look after them and
put them below often in clearing up
the decks some would be missing and
thrown over boards with Shavings and
at times some would be misslaid. So
when wanted and could not be found
the boy was blamed and I was obliged
to put it on the book and often get
a scolding if not a cuff on my head
and if found and he knew it I
would have the D reprimand and I
told you so we had large Cabin
windows in the stern and when any

thing that had been misslaid or
broken. I threw out of the stem window
so as to get rid of a punishment for
finding it. I kept the book about
one year it got to be an old story
and the capt probably had forgotten
it. I burnt it up.

She mentioned this
on page 32





SWIFT March? 1837

Our 1st port was one of the Cape de Verde Islands, where we sold most of the powder & some rum, got supplies & 2 monkeys — the 2 subsequently were poisoned from eating paint.

Passed Cape Horn (winter)

ended I had become quite a trader as I had most of it to do particular the selling of the rum. Our first port was one of the Cape de verde Islands where we sold most of the Powder and some rum. got a goode supply of fowls. sweet potatoes Oranges Bananes Eggs. &c besides two monkies which proved to be quite mischievous and troublesome some time after, after we left port and crossed the line we had fine weather the Capt had the rum hoisted on deck as some of the barells were leaking had it coopered and and filled up so as to make more room Our deck was pretty well crowded with cask and barells the cooper was using a large gimblet to draw out the rum from one barell to fill the others and had laide it down. when he wanted it to tap another barell it could not be found after mooving every thing on deck

it coulde not be founde he brought out another new one. Soon this one was gone and another search was made when one of the men aloft espied the monkey aloft with the gimblet licking the rum from it a shout from the Capt frightened him and away went the monkey aloft and the gimblet overboard where no doubt the other was; not long after poor Jacko died poisened from eating paint.

We had a long tedious passage around Cape Horn it being the winter months. experianced heavy gales and very cold weather with head winds, As the crew were wet and cold most of the time our Captain gave them a little rum when the watches were changed. the Cabin boy served it out to them taking it to the Officers first. We had one officer who had been quite a hard drinker

at home but promised his intended wife to do better after leaving home and the Captain was to look out for him on the voyage and report to her on our return home. He would not take it from me on deck in presence of the crew but would follow me down to the pantry and ask for it eat a little coffee and go on deck he came home in the ship married his Girl and always liked and had his rum when he liked.

At [illegible] two weeks at sea 12

SWIFT July 1837 - Feb 1838

Rounded Cape Horn -
went on shore at Juan Fernandez -
wild horses on it but no one
living on it. Got small pig &
loaded boats with quinces & peaches.

Sailed toward Cruising
grounds eastward of Galapagos
Isls. - there 2 mo. - no success.
Put in at Galapagos Isl. for
terrapin. Thence to off-shore
Whaling Grounds - cruised there
3 or 4 months, then down the
Equator toward Marquesas.
Anchored at Nukahiva, one
of this group of islands -
1 year from home. Feb 1838

THE TRUSTEES OF

DALL WHALING MUSEUM

UNCE WITH PLEASURE

E APPOINTMENT OF

M. V. BREWINGTON

after rounding Cape Horn we steered to the Northward before a S.W. Gale. the days began to lengthen and the weather milder. Sent aloft our royal masts and yards and bent the Sails. Saw the Islands of Juan Fernandez and as we Sailed past it within a mile could see the wilde horses and Goats on the side of the hills in large numbers. The Capt hove the ship to for the day and went on Shore with two boats. I had the goode fortune to go with them. There were no one living on the islands at that time. We saw the Cave where it is saide "Robinson Cruso" once lived Saw and captured a small pig which we took on board. Quinces and Peaches were growing in abundance. We loaded our boats when we left. and the crew of 32 men had a feast After pasing this islands. We Sailed towards our Cruising ground near the Equator to the eastward of the Gallipagos islands. Our Captain had an abstract from a log book of a Ship who had cruised on this grounds for the two years previous and had seen large bodies of Sperm whales and had made goode catches and we were expecting to do the same but were sadly disapointed for we cruised on this grounds with a Sharp lookout from all three mast heads for two months without seeing a Sperm whale. We being now seven months from home and had not seen a Sperm whale

with no oil to burn in our lamps except what we got from porpoises we caught occasionally to burn in the binacle lamp to see the compass by. After giving this ground a fair trial Our Captain Concluded to put in to the Gallapago islands for terapin.
From here we Sailed for the Off Shore whaling Grounds Cruised here three or four months then Cruised down the Equator towards the Marquesas islands Saw Whales a number of times and took about four hundred barrells of oil this cruise.
We were one Year from home when we Anchored at Nukahiva one of this Group

1st Voyage
Swift

SWIFT . circa Oct. 1837

When about 8 months from home, anchored at Porters Island of Galapagos group. Capt. Cook is mentioned on 1st pg. as Capt. of Ship.

2 Capt. & boys went ashore on a small island for seals - boys given permission to ramble for 1 hr. - were gone 4 hrs. 1 Capt. Cook slung a 20 lb. stone on boys (writer) back so he couldn't wander again, while on the island.

(no dates)

TO THE DIRE

OF THE M

Sharon, Massachusetts
1 October 1966

? Oct 1837

When about eight months
from home we anchored at Porters
Island one of the Gallapagos Group
here we found the back Surpise of
Wilmington Capt. Crocker at anchor
the next day after our arrivals here
all hands except Capt. Cook. Steward.
and myself were sent on shore in
persuit of Terapin after this the two
Captains with the boy from the Surpise
and myself went on shore in persuit

of Seals which are quite numerous
arounde these Islands we landeds ou
a Smalle island about three miles
arounde it - but quite high when the
Captains gave us permission to ramble
about for an hour So we thought we
woulde cross over the islande and follow
the shore back to the boat thinking
we might finde a Seale as neither
of us had ever seen one. We hade no
trouble in getting to the top of the
islands from the side we landeds on
but had to follow the gullies and
ravines in decending the opposite
side but we were disapointed in
finding we coulde not reach the
shore as a high precapice made our
decent to the beach impossible and we

had 16

great difacilty in getting back to the boat being gone about four hours. we could hear the Captains who were in waiting at the boat calling us but we did not dare to answer finally when we came in sight. my Capt says come here you scamp and was about to give me a whipping with the boats warp when the other Capt beggede me off but nothing was said to my companion my Capt said he would fix me so I would not get out of his sight again. so he founde on the beach a smoth stone resembling one used as a lap stone by a cobler weighing about 20 pounds nde tiing it to my back with a strong cord. he pushed the boat off and ent for the larger island about 1/2

a mile distant- I pulling at the oar with the stone on my back we landed on a fine sand beach a mile or more long. having this stone to carry we let the Captains get quite a distance ahead of us we found a stone about half the size and the same shape so we exchanged and took the lightest one when the Captains were about ½ a mile ahead of us they saw near the water a large seal which they shot and wounded when they called out for us to hurry up as I had the powder and balls in my pocket- to load his rifle but I could not get to him in time he took a club of wood and went into the water and killed the seal by this time I got to him and he told me to drop my dug as he thought

I was slow enough. this caused him to spoile a valuable golde watch as he hade it in his vest-pocket and got it wet with salt-water

The ende

NDT 8 months from home
circa Nov. 1837 - Feb 1838

On the "off Shore Grounds"
Cruising down the line to
the Marqueese Islands.

Captain asked writer (of
this narrative) to take
observation of the sun on
2 occasions & punished
him, as he thought he was
wrong, however it turned
out the Captain had erred.

Off shore ground

1

(We were very) unfortunate (Seeing) Whales
For we were eight months from
home when we took our
first whale on the off Shore grounds
We spoke the Ship "William Rotch"
with a large whale along side
which they had just taken.
We kept company with them
during the night as our Captains
brother was mate of her and he
had not seen him for Several
years. The next day we saw
and Captured our first whale
and it was a big fellow made
about 110 barells of oil - The Chief
mate ~~Mr Howland~~ boat fastened first
and was trying to kill him when our
Capt came up and fastened to

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he ordered the mate to get out of his way so he could lance and kill the whale he being a young and ambitious did not do as his Capt ordered, so the Capt crouded in between the mate boat and the whale and lance and killed him in doing so he got his fine boat badly stove and one of the crew hurt. The Captain had this boat made for him before we left home it was larger than the others on the ship and cost more as it was copper fastened and was very fast. he felt very angry and had some unpleasant words with the mate about the affair but he was to blame

a day or two after this we saw land & spoke the Bark "Superior" Capt Crocker of Wilmington N.C. and ~~the two~~ we kept company for several weeks cruising down the line to the Marquese Islands where we anchored for the first time since leaving home that was inhabited - on our way down the line one incident happened which I shall always remember it was on a pleasant Sunday morning that the captain wanted to find the ships position so he took an observation of the Sun and told me to work it out which I did he was not satisfied with my answer for he thought the ship

had made more distance so he worked it up himself and we did not agree by quite a number of miles. he called me to him and gave me a scolding for being careless I gave him some reply which did not please him whereu he grabbed me by the hair and lifted me off the deck which caused my head to ache for several days. It being Sunday moning the crew were cleaning up some shaving or having their hair cut. I thought I would have mine trimed so I asked one of the crew to cut it close to my head as he could which ~~he~~ did I did not care for the old man to have another chance

to furnish one in that way very
soon. On the afternoon the Capt
took another observation and gave
it to me to work out which I did
and told him the longitude he
thought I had made another mis-
take at this time Mr Howland the
mate and the Capt were leaning
on the Cabins Companion way
when he took off my Cap and
grabbed for my hair and to his
surprise it was gone and to shot
for him to get hold. he had a
violent temper and was not to be
out done by a boy so he took me
by my ears and lifted me off of
my feet -- saying he would make
them as long as a Jack Ass at

same time the mate and he had a good laugh at my loss of a good head of hair and head ache for some time after - now the Captain was wrong and I was right in this for we were Cruising down the line and we had during the night - steered to the Northard and had crossed the line in working up the time to find our position we had to apply our Corrections differently which the capt did not think of doing untill I reminded them - when he admitted I was right

25

SWIFT

Early 1838

after leaving the Marquesas Isl, we hove to at Whytootacke (Aitutaki, Cook Isl.) traded with natives & after leaving land suddenly, due to a storm, found 3 natives were left on board. ~~When~~ We anchored at Roratonga later ~~&~~ shortened sail, intending to go on shore next day. When the natives saw the ship pulling away from the island, ~~they~~ jumped overboard intending to swim the 4 to 5 miles to shore. Next day we found out only 1 native made it to shore.

Remained on the Isl. 10 days found natives & their chief King David, very hospitable!

HE TRUSTEES OF

ALL WHALING MUSEUM

NCE WITH PLEASURE

APPOINTMENT OF

. V. BREWINGTON

SWIFT

April 1840

At "Talcuhano"

A large number of sailors from several ships were on shore, having liberty - a general fight took place between the sailors and Spaniards; several were badly wounded. One man, a carpenter of one of the ships, was stabbed in the abdomen and taken to the hospital. Quite a number were arrested and put in prison.

While in port, the Ship "GANGES of Falle River was discovered to be on fire in the harbor, and had to be scuttled.

Left Tacuhano...cruised coast of Chile - Ship's cooper became very sick, so Captain went on shore at Valparaiso for medicine, but the cooper died next day and was buried the following day at sea.

"Burned at Talcahuano, April 1840."
— Starbuck p. 359

TO THE DIRECTORSHIP

OF THE MUSEUM

Sharon, Massachusetts
1 October 1966

the news soon spread that two american
Sailors had been assaulted. There were on
shore having liberty a large number of Sailors
from several whales at anchor and before night
a General fight took place in which several
were quite badly wounded one mana carpen
-ter of one of the ships was stabbed in the
abdomen and taken to the hospitals.
quite a number were arrested and put
in prison. the Captains and Officers with
the help of the police ordered their Sailors
on board. and there was no more liberty
given for several days. While we were
in port about midnight the wind was
blowing a strong gale the ship "Ganges of
Fall River" was discovered to be on fire
the alarm spread quickly as she was surroun
-ded by a number of ships near her. When
the flames burst forth it was a grand sight
to witness for it illuminated the harbour
for miles and there could be seen men on the
different ships in the tops and on the

yards drawing up water by long ropes attach
to buckets with which they wetts the
Sails, masts and riggin for the strong
winds caused the Sparks and burning pieces
to fly about in every direction. By Scutting
the Ship" by cutting holes in her sides" just
below the water line She filled and sank
but her masts Sails and riggen were
burnt. the Crew Shipped on board the
ships in the harbour. Our Captain having
discharged our mate Shipped the mate
and also the Cooper. We left Valcuhano
for a cruise on the Coast of Chile
having taken on board a good Stock of
fresh beef, potatoes & Onions for the
Cruise, we had been from port a few
days when our Cooper became alarmingly
sick as we were only about a days Saile
from Valperaiso our Captain Steered for
that port and went on Shore for med
ical advice and returned with some med
icine but it proved of no avail as the

Cooper died the next day. We kept him untill the following day and at 4 P.M buried him.

At 4 P.M., our Ships headway was stopped and with flag at half mast all hands were called to burry the dead. Wrapped in his blanket and sewed in strong canvass with a bag of sand ballast at his feet the body was brought to the waist and laid Gently on the Gangway board, as the Solem service being read by the Captain began the men uncovered and bowed their heads. At the words we commit this body to the deep" the head was raised ~~slowly~~. Slowly. and all that was left to us ~~was~~ of our Shipmate was the pleasant memories he left behind as he always had been a favoiate amoungts our crew ~~so~~. we left him to his peaceful dreamless Sleep there to remain untill the Cheering words Spoken in olden times. this "immortal Shall put on immortality" I had witnessed many burials on Shore but none impressed itself so forcibly to my mind as this at Sea

Whytotacke Lat 18.54.S + Long 159.32.W

After leaving the Marquesas Ist we were passing the Island Whytotacke a small Ist about 15 miles in circumfance the natives puts off in canoes to trade. We hove too and in a short time quite a number were along side. The natives were very desirous to have a friend they spoke a little english and they would approach the Sailors and offer them a roasted fowle or a basket of fruits saying you be my friend which was gladly accepted of Course they expected to have a shirt. pants or a knife in return for their friendship. There was no Anchorage a reef extending out a mile or more from the shore with a passage wide enough for boats and canoes to go through to the shore: Whilst we were trading a heavy Squall of wind and rain came on us which required us to Shorten Sails and get away from the land. The natives left the Ship hurriedly as they saw the storm approach.

After the sail was shortened and it was growing quite dark we founde three natives were left on board in the haste to leave their friends had probably overlooked them. As we were far to the leward of the Island and it being out of sight the next day the Captain Put away for Rorotonga. which we reached two days after. We lowered a boat at 4 Oclock in the afternoon and the capt went on shore returning about dark we Shortened Sail intending to go on Shore the next day The three natives when they saw the Ship heading away

26

28

100

from the lands dropped overboard intending to swim to the shore distance four or five miles. The next day we founds that only one of them reached the land he was founds on the shore in an exausted condition but recovered the other two were drownded.

The neate day the Captain gave the Starboard watch 14 men and 2d mate twelve hours liberty on shore. thare was another whaler lying off ~~and~~ on which sents a watch on shore so thare about 30 sailors on shore. during the day a heavy Gale came up which lasted several days and our Ships were blown off to sea and did not return for 10 days

King Davids the chief was very kinds to us gave up his house which was quite large to sleep in with mats to ly upon. We had the best foods the Island afforded pigs fowls breadfruits and bananers. Thare was an english missionary and family living near us who were also very friendly sending us milk, Eggs and what ever they had for our comfort. We spent the days in roaming around the Cocoanut Groves and visiting the natives who were all very hospitable towards us all. On Saturday we were invited to attend religious Services at the missionaries house ~~and~~ were pleased to accept and I felt glad and I think all were to hear a man deliver a Sermon in our language far away from our native lands. As we had been on shore nearly a week my

27

28

dress which consisted only of two pieces was rather soiled I sought a woman to wash them as I wanted to appear decent when I went to Church the next day. So I lay down on the floor between two mats from about ~~10~~ 10 o'clock intitle 3 or 4 in the afternoon to have my duck pants and Calico Shirts laundred

Few days came around and so did our Ships. for one I hade just began to get acquainted with the natives and would like to have remained longer. but the Captain came on Shore and ordered us on boards.

That night the Ship was in near the land the wind died out She came near going on the rocks by dropping anchor which held her untill a light breeze Sprung up from the land we put to sea. to look for whales again

Rorotonga in Lat 21.0.0 S
Long 159.50.0 W

SWIFT — stories #2 circa summer 1838-39

Cruising off Navigator Islands

Saw a large lone whale...the boatsteerer planted two harpoons in his side. He sounded, taking out 250 fathoms of line. When he came up the mat stuck him, he sounded again, then came up near mates boat rolled on his side and threw his long jaw across the boat...all the crew jumped out except the tub oarsman, who got tangled in the line. The whale rolled boat bottom side up and we saw no more of our shipmate.

Death at Sea

THE TRUSTEES OF

THE KENDALL WHALING MUSEUM

ANNOUNCE WITH PLEASURE

THE APPOINTMENT OF

MR. M. V. BREWINGTON

Second Story

Whilst cruising off the Navigator Island we saw a large bone whale. The weather was pleasant and the sea quite smooth; he spouted 45 or 50 times and turned flukes; staid down 55 minutes we lowered our boats and gave chase he came up nearest the captains boat and by the time he had spouted a dozen times the boat sailed very quietly along side of him and the boatsteerer planted two harpoones into his side. he sounded taking out 250 fathoms of line, when he came up the mate stuck him then he sounded again when he came up near the mates boat he rolled on his side and threw his long narrow shaped jaw across the boat. the crew jumped out of the boat except the tub oarsman & steerer he got tangled in the line and when the whale settled away

whale wounded: means
he went down

down. he ~~[illegible]~~ he pulled the boat bottom
side up and we saw no more of our
ship mate. The 3d mate picked up
the boat and remaining crew and took
them to the ship. The 2d mate and
Captain in a shallop ~~[illegible]~~ had the whale Spouting
blood and it was not long before
he turned up dead. ~~[illegible]~~ The ship
took him along side. The next day we
cut him in. he made 85 barrells of
oil. The loosing of one of our ships
Company. Caused a sadness on board
which was felt a long time

SWIFT — Stories #3

The Captain tells.....

of a whale the mate struck on the previous voyage, and got a chance to lance once, which set him to spouting blood. He sounded, taking all of his line, 250 fathoms.

A week later, white water was seen and occasionally a small spout; our boats were sent to see what was there, and found a large sperm whale with 2 harpoons in his body, to which was attached a line. Sharks had eaten him from tail to hump - about 1/3 the length of his body.

We lanced him to finish his existence, towed him to the ship, and got 75 bbls of oil from what remained of his body and head.

First Story

(1)

Our Captain told of a whale he
struck on the previous voyage.
Late in the day a large whale was seen
and the boats put off from the ship
in pursuit the mate struck him and
got a chance to lance him once which
set him to spouting blood he turned flukes
and sounded taking out all of his line
250 fathoms when he came up to spout
he was going quick to the windward
and night came on and they lost him.
A week after this the weather being fine
and the sea nearly calm white water
was seen often and occasionally a small
spout four miles to the windward of
the ship, two boats were sent to see
what was there they found a large
sperm whale with two harpoons in
his body to which was attached a line.
The whale had just life enough to breath
the sharks were jumping and making the
white water which we saw from our ship
they had eaten the whale from his tail to

during our cruise around the Navigator Isle
sailing along the coast of "Upolo Island" as

Fourth

(2)

humpe about one third the lenght of
his body he had not strenght to lift his
lukes to keep the sharks away, after lancing
him a few times to finish his existance they
cute a hole in his spout hole and towed
him by his head to the ship one boats
killing the sharks that followed. they
saved seventy five barells of oil from
what remained on his body and head

Make char 2°
some what struck

SWIFT - stories #4 circa summer 1858

Cruising around and near Navigator Islands

Sometimes we cruised so near to an island, the natives would come off in canoes with fruit, coconuts, fowl and pigs, for trading.

Edward Townsend desrted at one of these islands, when taking a native (held as hostage) near shore. As Captain did not want to lose him, being so good a man, he stood in to another bay, about 4 miles fromewhere we were the day before; a canoe came out with a white man (beachcomber) and 2 natives, and Capt. agreed to pay them if they would bring him to the ship. The Captain said he would stay away from the island about a week and disguies his ship.

10 days later, they accomplished this, although, when Townsend got near the ship and saw the name on the stern he dropped the white flag he held and laid down in the canoe. However, the natives paddled alongside, Townsend came on board and remained the voyage. but came near finding a watery grave off Cape Horn.

TO THE DIRECTORSHIP

OF THE MUSEUM

Sharon, Massachusetts
1 October 1966

During our Cruise around the Navigator Islands
sailing along the coast of "Upolo Island" as

Fourth Story.

When we sailed from home ~~in the ship Swift~~ we had as one of our Crew a young man about 20 years old named Edward Townsend. he was a stout hearty young fellow who ~~Seton~~ came from western part of New York to go a voyage Whaling and see other parts of the World. He proved to be a good Sailor and quite a favorite amongst the Crew. After being out at Sea and not being very successful in getting oil he became tired of the voyage and concluded to leave the ship whenever an opportunity occured. We Cruised mostly around and near the Navigator Islands and quite often saw ^ near that the Natives would come off in Canoes with fruit. Cocoa nuts. Fowls and Pigs to trade for Cotton Cloth. Powder and other things we had on board. Often in Some of the Canoes would

have a White man as an interpeter to do the trading who had deserted some ~~White~~ Whale Ship and were living as the natives on these Islands and were known as "Beach Combers" Whilst trading which occupied some times two days the Capt would keep one of the Natives on board as hostage as we sometimes went near the shore to trade and when we were to leave would send a boat near enough to the shore for him to swim but never felt safe to land ourselves - One day after having finished trading a boat was sent in to leave a native who we had held as hostage and Townsend was in the boat. When the Native was bout to leave the boat Townsend jumped overboard and swam away for the shore and after being called by the officer in charge to return he deserted and made inland and the boat returned to the Ship without him. Our Captain did

not feel very well pleased to
loose so good a man and the
crew were sory to have him go
could not blame him as he felt that
he was looking forward if he remain
-ed in the ship the voyage of having
any thing coming to pay him as he
had shipped for a long lay and he
had a large bill for outfitting and
board before we sailed from home
which was the cause of his deserting

But the capt was determined
to get him again if possible
so the next day we stood in to
another bay about 4 miles to the
leward of where we were the
day before and a canoe came
off with a white man and two
natives and the capt agreed to
pay them well if they would get
his man and bring him off to
the ship - We were to stay away from
the Island a week and disguise our
ship by sending down some of our
light yards before we came in again

if they succeeded in getting the man they were to bring him off to the Ship in a canoe and have two white flags or pieces off cotton ow in each end of the canoe so they could ~~xxx~~ let us know they had got him for us - We stood off but did not return as soon as we had agreed to as we caught and tried out a whale but were back in 10 days - Of Course the crew did not know what the Capt had done in the matter and thought very Strange he should have the light yards and sails sent down as were sailing in fine weather but thought it was one of his odd freaks to keep them at work as he had such times often. When the ship had neared the land about 2 miles distand we saw Canoes Coming off and could discern one with two white men in it one on each end holding up each a white

flag 5

When the canoe was near enough for them to read the name of our ship on the stern he dropped his flag and laid down in the bottom of the canoe the natives paddled along side and came on board. Our Captain told Townsend to go forward to duty assureing him if he deserted and was caught again he would punish him severely. He remained in the ship the voyage but came near finding a watery grave off Cape Horn on our passage home

37

SWIFT

circa summer 1838-39

Cruising along coast of Upolo (Navigator Isls.)

Writer tells of 1 white man, a beachcomber, only one white on the isl. & natives tried to take their boats, when the crew attempted to trade.

One of his shipmates had been rescued from this very Isl. by their Captain on a previous cruise. The boatsteerer was the only survivor of 2 boats, 12 men belonging to the "Wm. Penn" whose boats were captured & crews killed except this man (the boatsteerer).

Capt. Jonas Chester Lincoln: VOYAGE OF BARK 1833-April 1836 (Stanford p. 303)

During our cruise around the Navigator Isles
sailing along the coast of "Upolo Island" a
canoe came off with several natives and a White
man as interpreter to exchange some ~~Food~~ fruit
fruits for cotton cloth. Whilst they were on
board the man at the mast head sang out
"There she blows" which proved to be a school
of Sperm whales (Cows & calves) going to the
leward - we kept off for them passing another
canoe with a white man in it who had
put off from another village to trade, The
Captain did not heave too for them to come
longe side so they went away for the land
the obstinate man
cursing and swearing and threatning to fire
and hold our boats if we attempted to land
to their village. We came up with the whales
lowered our boats and were soon fast to
three and in a short time had them turned
up and dead left them with with a waif
(a small flag) for the officer on board to
see and take the whales along side whilst
the boats went in pursuit of others. It was
not long before two boats the Captains and

mate, struck again and soon had them spouting bloods. the mate and seconds mates were leffte with these two whilst the Captain went on boards ship when he got on board who was on board as ship keeper he asked the thirds mate[s]en what direction the three whales were which were waifeds. he could note tells only they were to windward and he had passed them. The captain was at this reply enraged[s] three fine whales which if the thirds mate had done his duty ought to have been taken along side and made fast with fluke chains and towed after the boats in chase. we only founds one it being near night and took the two the boats were lying by. the three making Seventy five barrells of Oils. After stowing down the oils in the holds we stood in for the islands and went on shore to trade it happen to be the village whare the canoe put off from thats we did note allow to come along side. The Beach Comber the name given to white men who do the trading for the natives tried to have the natives to Sieze and detain our boats on accounts of our note allowing there

to come on board. as we had some one in our boats that could understand their language he seeing that serious trouble might ensue told the captain who ordered the boats to put off to our ship as we pulled away from the shore the natives made a rush for our boats running into the water after us but note succeeded in getting hold of them. no doubt we would all have been killed had they succeeded in their attempt. to capture us.

One of our crew a boatsteer ~~is~~ was the only survivor of two boats crews 12 men belonging at time to the ship William Penn of Falmouth whose boats were captured and the crews killed except this man he ~~was~~ was on this island several months expecting his life might be taken at any time. He made his ~~escape~~ escape by the help of our captain on a previous voyage. The ship was cruising near this island and sent in boats to trade the captain went in one of them on shore he met this man and planed for

sending in a boat about midnight, when he swam to the outside of the reef, and was picked up. The first officer, knowing his repugnance to ever putting his feet again upon the island, and inclining to test his determination, gave him an order to jump into the boat. The man quietly, but firmly, told him that under no condition could he would he obey the order. Respecting his and his views of the matter, the two boats were put away without him. With a long and beautiful sail inside the reefs we landed with a supposed friendly tribe. The chief at once sent out word for his people to bring in the morning what they wanted to sell. And on the morrow, by the side of the big chief, with the interpreter, trading began with these wild men, each anxious to sell his pig or bananas, pressing in upon us, until trading had to be stopped. Then the chief, with his massive club, would press the wild fellows back, and our work would go on until the boats were filled with choicest fruits, cocoanuts, and porkers. After making our friendly chief handsome presents, we left, pulling out through the reefs to find our ship,—all of which was accomplished in good order. After further cruising for several months with moderate success, we made the island of Rarotonga for wood, water, and recruits. Being about six miles distant, with a dead calm, the captain took two boats and went in. During the day a heavy swell arose,—the calm continuing.—Fearing the ship in towards the island. The chief mate in charge seeing the danger, run the ensign up and down to notify the captain on shore and at once commenced hauling up and bending both chains and putting the anchors off the buoy and then putting two boats ahead to hold the ship as well as would from the reefs. Now we saw the captain coming with boats loaded with heavy wood. He, seeing our danger, threw the wood overboard and came to the rescue. With four boats ahead we were able to hold the ship clear of the breakers until reaching the passage through the reefs, when the anchor was dropped with 40 fathoms of chain. Catching on to the outer edge of the coral reef it held us tailing into the passage through the reefs until the swell subsided, when we took a light breeze from off the land, tripped the anchor, and made a safe offing.

While the ship was off and on under sail, and having finished taking off wood, water and recruits of various kinds, all hands had a day on shore in watches. This was in 1838, when we found the very best ordered community on any of the islands of the Pacific ocean. There was no thieving nor immorality of any kind. Schools, with books, in the native language, and churches where services were regularly held,—and all this accomplished at that early day by the English missionary, Williams, who, in addition to his work at Rarotonga, had educated, trained and sent out many native missionaries to other islands. Visiting Whytootack one of the same group, we found the same good government and moral condition.

Not having been in port for a long time, we ran to the leeward side of Tutuila, where we replenished our stock of wood and took off water for another season. Then we ran to the south side of Upolu, where the [illegible] was sent in with two boats, well armed and with trade for porkers, vegetables, fruit, etc. The [illegible]'s boatsteerer, on a previous voyage, with two boats' crews, were taken prisoners on this island of Upolu. Most of them were killed. This boatsteerer and others were held as prisoners, and were brutally and terribly beaten within an inch of their lives. He was rescued by our captain on a previous voyage by

dition which, as to political matters seems to have been one of comparativ apathy, till the repeal of the Missou compromise in 1854 roused him like trumpet call to his last and most glor ous struggle.

1854 the fifth and last stage begar Abraham Lincoln of history wa

All his biographers agree that i a new man who "took the stump summer. He had long been a po ular speaker; his speeches were "racy the soil." But now, say Messrs. Nicola and Hay: "Men were surprised to fin him imbued with a new and unwonte seriousness. They heard fewer anecdot and more history. Careless listene who came to laugh at his jokes sat spel bound by the strong current of his rea loning and the flashes of his earnest el quence, and were lifted by the range an tone of his argument into a fresher an purer atmosphere. The question touche the very bedrock of primary huma rights. Such a subject furnished ma terial for the inborn gifts of the speake his intuitive logic, his impulsive patrio his pure and poetical conception

ts, but as a lady was with me they not scrutinize us closely, but moved one side for us to pass, so with but all trouble we walked to the rear end, l Mrs. Blank took possession of her th.

After quietly wishing her a safe jour- I walked out on the rear platform, ocking the door after me in the same et fashion. Owing to the dim candle at in the car, my motions were not ible to the group of men in the front l of it, so my plan was nicely carried

When on the rear platform, I stood in

North—Lookee here, South, I'm gittin ayther cold.

South—Well, North, can't say I'm cold, ut am bloody hungry. Now you want ay cotton.

North—No, dern you, you want my orn! You acknowledge the cor——

South—No; you cotton to me. (They ompromise.)

OT UP TO THE SPIRIT OF OUR INSTITUTIONS.

his Escape. thare was a point about one mile from the village which made out some distance in the sea this man was to go thare in the night and a boate was to be sente from the ship to take him off but he had a daing risk to take to swim to the boate as reef extended out some distance where a heavy surf was braking as it was his only Chance he thought of saving his life he took the risk and was picked up and taken on boards. he remained on her and came home in the Ship. he felt so grateful to his deliverer that he shipped with him for another voyage which was the last one on the Ocean, he married a Boston lady and ~~xxxxx~~ lived in the city until he died a short time since leaving a family to mourn his departure I trust to a better land for he was an esteemed friend of mine

Ask Capt R about Melchi's later history & Fuller details.

SWIFT

circa summer 1838-39

Cruised in the vicinity of Navigator or Samoa Isls., landed on Tutuila (Samoa) sold natives some rum, Capt. visited missionaries & gave them some supplies—hams, butter, etc.

After cruising these Islands about a year put away for Otahitie (Tahiti) Society Isl., lay there 2 months — sold rum, watered with sea water, to natives & sailors from other ships.

THE TRUSTEES OF

THE KENDALL WHALING MUSEUM

ANNOUNCE WITH PLEASURE

and long hair around their wrist and ankles. We had a young man one of our crew who had long curly red hair on his head. One of the Chiefs offered to exchange and give him ten large hogs for his head of hair, the young man was afraid to land for fear of loosing his head. She did not care to dispose of his hair ~~for~~ to ornament the cannibals after leaving these islands we did not anchor for a year or more but cruised in the vacinaty of the Navigator or Samoa islands here we were trading frequently with the natives who would come off to the ship in canoes and bring Hogs, Fowls Fruit and the produce of the islands which we could exchange without going to anchor. Sometimes the Captain would go on shore with our boats and do some trading. Once we landed at a small Villiage on

north side of the island of "Tutuilla" and sold the natives two barrells of rum they paide for it with what money they had and old copper which they had got from and old wreck on the beach. The name of this place was Devills town as no Missionaries were allowed to remain here. The next day our Captain went on shore about four miles from Devill town and called on the Missionaries Carried them some Flams, Butter and such thing which they could not get except from Ships touching at the islands. After Cruising off these islands about a year we put away for Otahitie one of the Society islands where we Anchored and lay about two months. We found quite a number of Ships at anchor who had come in from long Cruise and were giving their Crews liberty on shore

Society Is 7 At Otahiete

Whilst laying here we solde about fifty barells of rum to the natives and Ships Crews. I was kept on board to selle it. the price was Six dollars a gallon or one dollar a bottle. we was now eighteen months from home and we had lost some from leakage. So the capt to make up the loss ordered me to draw two pails full from each barell and fill it with sea water before selling it. I was told not to selle it to any of the Sailors from the ships. but he very well knew they would have it they would meet and send the natives off with their bottles and the money for it. I could always tell the ones they sent as they were larger and dark glass. Our crew had liberty on shore as long as we lay at anchor each day the Sailors were allowed one dollar and the officers more liberty money. I would mark the money I gave them and the same

money would be back for rum and answer for the crew next day. after awhile the crews from some of the ships were sick and not fit for duty and our crew in the same fix. the captains thought it was from drinking our rum they did not know at that time we had been putting salte water in it. they meto and had a consultation and decided it was the poor rum they had been buying from our ship so they waited on our capt and requested him not to sell their crews any more rum as it was the cause of the sickness amongst the crews The Capt reply to them was he did not sell them any rum and if they drank the rum that came from our ship it would not make them drunk as the salt water would work the effects of drunkeness off. There was so much complaint about our ship that-

the missionaries saw the Queen of the islands and she had some natives to act as police to watch and arest any one that came on shore with liquor and destroy all they found. There was an olde native called Gin the pilote for the harbour who had been a goode customer but he found that the salt water had effected him somewhat. He saw the captain on shore and told him he would like to buy a barell of rum and would pay him his price six dollars a gallon for it providing he would put no water in it which the capt agreed not to do.

the captain came on board in the evening and told the boy to fix a barell of rum as Gin the pilote would come off for it during the night I was to fill it and make it tight and when ready call the men down to help me to get it on deck and overboard for Gin

4/6

to take on shore. I took a lamp to see in the hold where the rum was kept when the captain called to me from his birth for he was in bed to take the light out and put it on the cabin floor I could not see very well what I was doing and being tired the smell of the rum put me to sleep and nearly a barrell rum out before the captain awoke me. We got the barell on deck and over the side with a piece of rope attached to it allready for Gim to tow on shore about midnight he came off about half drunk with a bag of silver dollars to pay a good price for some rum with out being watered, the captain was called and Gim was told it was all ready for him to take away but Gim was not to be fooled this way he wanted to see and satisfy himself that it had not been watered so we were oblige to hoist it on deck and draw off a glass full. He drank parte of it then asked for a piece of paper which he soaked then lite it from the lamp 47

the Spirits burned from the paper but the paper did not burn being wete from the water in ite but Gim thought ite was all right as ite burned. Gote ite on shore safe dug a hole in the ground near his hute and buried ite but he heard the misfortune to loose the greater parte of ite for he was drunk for severale day the police watched him and found and destroyed whate he hade. he dug ite up every day to gete a supply so they had no trouble to find whare he kept ite

Our Ship was called the floating Groog Shop and I was ther salesman

one other incident happened whilste in port which I always remember. I was not alowede to go on shore with the crew on liberty as the captain would note trust any one on board to have any thing to do with selling or dealing out the rum but me. There was a boy about my age on one of the

in port who was a school mate of mine when at home. he came on board to see me as he was going on shore on a days liberty and I begged the captain to allow me to go with him he consented after some teasing and told me to give the Keys of the rum hold to one of the petty officers when I left the ship now the 2d mate was on board and had charge of the ship as the 1st mate and watch was on shore on liberty. when I was about to leave the ship the 2d mate asked me for the Keys. I told him I had obeyed the captains orders and had given them to another officer I left the ship feeling there would be some trouble and was not disappointed for when I came on board there had been a fight for the Keys. the 2d mate was drunk and wanted to leave the ship and the captain threatened to confine him in irons. after this I was not alowed to leave the ship at this port 49

SWIFT circa Nov. 1839 - April 1840

Cruising the Southern Ocean for Right Whales

Struck bull and cow (whales). Captain's and mate's boats stove by the bull - the third boat picked up crews of the stove boats, and it sank almost to the water, having 18 men in it.

I, being young and daring, volunteered with another to remain with the stove boats until the Captain could get the ship to them, holding on to a flag pole for 3 hours, with the whales making water white a short distance away.

THE TRUSTEES OF

THE KENDALL WHALING MUSEUM

ANNOUNCE WITH PLEASURE

THE APPOINTMENT OF

MR. M. V. BREWINGTON

Comp p 117

(1.)

We cruised about three months in the Southern Ocean for Right Whales. Saw many. took 5,00 barells of Oil and about 5,000 pounds of bone. On a pleasant day we lowered and gave chace to two who were going slowly to the leward the captains came up to them fiste and struck one they went down and when they came up again the mate struck the other. They proved to be a Bull and a Cow the Cow was struck fiste. the Bull made the sea foam. he cut around in great fury stove the captains and mates boats. and the lines were cut to get clear. The third mate picked up the crews. which nearly sunk the boats to the water. having 18 men in it. The ship being four miles to the leward and it being now nearly calm had to row them on

boards. Not wanting to loose sight of the Stoven boats The captain wanted two of the men to stay by them untill they could get the ship to them I being Young and daring volenteered with another to remain. We Stood on the bow and Stern of the two Sunken boats to the waters edge holding on to a flag pole for three hours. before we were pickeds up by the Ship. The two wounded Whales cutting about and making the water white with their Tough flukes within a short distance. I have often thought of that adventure with a Shudder for we were running a daring risk of our lives

Middle ocean × 4 mi ? Ship ×

SWIFT (3 years from home)
March - April 1840

Left Pitcairn Isl., bound for Chile.

Anchored in harbor of Talcuhano (Chile) 3 yrs. from home.

Fight with Spaniards over paying for game of 9 pins — a Spaniard bit shipmates nose - writer came to his rescue, & was knocked senseless.

(The smaller document is a duplicate of the larger, both record this fight.)

Many Wounded on both Sides
War in Chili, One of the ports
not far from Valperaise taken by
American Sailors - March 1840

At this time there were at
anchor in the port of Talcuhano
Several Ships belonging to New-
Bedford with Crews numbering about
thirty men each. I remember the
names of the some of them
- Swift. Mitton. Brigade. Ships —
John Howland & Ganges.
It was on Sunday most of the
Ships had a watch on Shore on
liberty - Some were strolling about
the town others were in the drinking
Saloons or billiard rooms as no regard
is paid to Sunday different from
any other day - I was with a Ship
mate and a Chillian in a Bowling
Alley amusing ourselves and when
we left there was a dispute between
my Shipmate and the Chillian which

should pay for the use of the
alley- both being under the influance
of liquor they soon got to fighting I.
being a boy stood one side and
did not take a part untill the
Chillian had my shipmate down
and was biting his nose which he
bit off entirely. I pulled the Chillian
off and gave him a blow with
my fist blacking his Eye- by this
time a large crowd had gather
-ed and some one struck me
just above my eye and sent
me reeling to the ground I could
only recollect of seeing Stars and
when I came to my senses some
time after I found my self in
a room with several ladies who
had locked the doors to keep the
mob from killing me and had
kindly bandaged my heads up.
About Sunset the Capt heard of my being
hurt- came with one of the Officers

to protect me 3 to the boat and to the Ship. his first kind words to me wer well you have got your damd head broke and I felt his sympathy and thought I had I learnt from those who were witnesses that a large mob had gathered after I was wounded and a hard battle was fought the American Sailors took posession of the town untill the Soldiers were called to quell the fight a number of Sailors were wounded amongst them was the Carpenter of the John Howland a bad wound in his side being Stabbed with a Chissell. Two of the Mittons men and others I did not know I never knew how many Chilians were hurt but quite a number as many arrest were made and put in Prison

For two weeks after my shipmate with his nose bandaged, myself with a Flaxseed poultice tied over my Eye and a number of saylors from different Ships went on shore every morning to the Doctors to have our wounds dressed, and it was for a long time before I could see well from my wounded Eye. and shall always remember the Chillian Coast. and the Sunday on Shore

We left Pitcairns Island bound to the Coast of Chili had a long passage. Our supply of fresh water began to get short so our Captain put us on allowance of three pints a day with care this was sufficient. About a week before we reached port we hoisted out the ships hold a cask of water and tapped it to drink we found it to smell very offensive and horridly to drink. we could smell the odor all day if we washed our face and in the morning and the only way to make it any way drinkable was to make strong coffee. Our Chief mate was off duty at this time and I think the cause of the captain compelling the crew to drink this water was to punish the mate who he did not at that time feel very friendly. The cause of this cask of water being in this state was that it had been a cask that had contained flour and not been properly washed out before filling with fresh water it was the mates duty when he had charge to have looked after it. there was no need of our being compelled to use it for when we anchored in port we had a months supply left on board we anchored in the harbour of Talcahuano on the Coast of Chili three years from home, here we found a number of Whalers at anchor this being a port frequented at this season by them to give their crews liberty and obtain Potatoes beef and Flour which could be bought

very Cheap. We lay at anchor three weeks. cleaned and painted Ship outside took on board Wood water and supplies for a six months Cruise then we had liberty on Shore watch and watch. The first day I was on liberty I witnessed quite a large procession escorted by a milletary company with a full band. after marching through the streets it ended in a publick Square A effigy the size of a man was made to represent Judas Iscariot the traitor of our Savior the military were formed into a Square and they fired seven charges of bullets into it afterwards it was set on fire at the feet as it was burning it was kept in motion by jerking on ropes which were tied to it finally when the fire reached the body it exploded into fragments. My Second days liberty on Shore I came near loosing my life. it was on Sunday and here I will say the people here have no Sacred regard for Sunday is Spent in pleasure seeking being more of a holliday than any other they attend mass at Church in the morning and after that you will see rich and poor going to the parks to witness a bull fight or other Sports of which they are very fond. I with one of my Shipmates were strolling around the town and chanced to go into a pulparee or saloon where we met several Spaniards drinking after remaining a short time one of them asked my companion to have a game at nine pins as there was a bowling alley in next building he readily assented and followed him, they Spent some time rolling and the last game was for whoever lost to pay for the use of the alley. it fell to the Spaniards lot to do it. but he being partly intoxicated and had no money declined to do so. high words ensued which came to blows

&. &. I tried to get my shipmate away but the Spaniard followed him to the Street and grabbed him and they had a tussle both fell to the ground the Spaniard on top. I stood looking on did not intend to have a hand in the row untill I saw the Spaniard with his head down biting my shipmates nose. I took the Spaniard by his hair and pulled him off he hung on to the nose and raised his head from the ground did not let go untill I gave him a stunning blow on the side of his head. about this time I saw stars and went reeling to the ground. Some one struck me with a stone which stunned me and I did not come to my senses for about three hours when I did two women had me in a room on a couch with the door and windows which had wooden shutters bard to keep the mob outside from me I could hear them calling for the american with baths I had my heade bandaged up I was cute on the edge of the bone just over my left Eye a gash about an inch long so my eye was entirely closed. After dark I heard a loud rap at the door and heard our captains voice and requested the door opened to admit him. The Capt and 2d mate were looking for me. I did not get any sympasy from them for the first salutation was well here you are with your head broke. they walked with me to the boat and sent me on board the ship

Ship Swift

April ?
1840

anch. at Talcahano

Cabin boy stole keg of molasses & sold some on shore — punishment was for him to make another keg, in view of the crew, with an old saw & plane — worked 4 days — a lesson he never forgot.

3 years out

Insert 2 2. Burial Story.

Cabin boy
Leaning a Cooperss trade
on board of the Old Ship Swift

We were at anchor at "Talcuhano
on the coast of Chili about half a
mile from the shore. We were allowed
to spend an hour or two evenings after
our duties on board were over for the
day visiting the Shops frequented by
Sailors. We had very little money to
spend so the Sailors would Sell their
clothing. Tobacco. Molasses or any thing
they possessed to raise a little money
Molasses would readily Sells in any
Shop as they used it in place of Sugar
I mean places where liquors were
sold. The Sailors had each a Keg
which held their allowance served
out on board once in two weeks
two quarts which they sold in these
places. Being Cabin boy and living

59

in the Cabin 2 shared with the Officers and Steward. The Cabin had a keg which held about two gallons about as much as I could lift. I wanted to raise a little money so I one evening stole the Cabin Molasses and sold it on shore intending the next evening to go and bring the keg on board but the Ship sailed in the morning and the keg and molasses were left on shore. it was not long before the Steward wanted some molasses for cooking and the keg could not be found of course I did not know what had become of it search was made about the Ship and it could not be found no one had seen it go out of the Ship. I was uneasy and could not rest day or night. I felt Guilty and and no doubt showed it and the thought of lying troubled me, so I watched an opportunity and told the Capt I had sold it in port and begged his forgiveness for I felt I had rather be punished than feel as I had 60

for the past two days. I expected to be punished which I felt I deserved but in what manner I could not conceive. little did I imagine that he could expect me to make another keg to hold molasses as I had never handled coopers tools or scarcely seen them used.

He ordered me to find some barrell staves and bring them on deck in presance of all hands and make a keg the same size as I had stolen and sold. he would not allow me to use the tools the cooper used but gave me an old saw and plane and I worked about four days the Capt officers and crew watching me to see what progress I made I think it was the worst punishment I ever had to endured but it was fun for them to watch me. I sucreeded in making something in shape of a keg but it would not hold water or molasses the water ran out of the joints like a seive. after 4 days

punishment or rather torment to
me I was allowed to go with a
lesson never to take any thing out
of the Ship again without permission
and I never have forgotten it.

SWIFT.

July 1840

July 1, 1840 – Ship Swift

anchored at Callao, Peru.
U.S. Fregate Constitution also
anchored there & on July 4th
fired a 21 gun salute.

Writer recalls proud
feeling he had, 57 years ago
to be on board of a large
Fregate of his own nation.

(1st voyage)

1

July 1840 -
USS CONSTITUTION

On the fisth of July 1840 the Ship Swift Anchored at Callao on the coast of Peru to give the crew Liberty and Stop a small leak in the after part of the Ship. we found the U.S. Frigate Constitution and Several other man of war of differant nationalaties at Anchor. Our Capt went on board the Constitution to pay his respects to the Comodore and mentioned our ~~vessells~~ Ships leaking to him. ~~he told him he would~~ send his Carpenter to look for and Stop the leak if our Captain wished which he gladly accepted. We lightened the ship aft and got the place to be repaired out of water and sent word for the Constitution Carpenters to come The master carpenter came bringing his mate and two men to assist him. As man of wars men are very fond of grog he requested the Captain to give them a small quantity in the morning and afternoon if he wished to and left them to do the work. When the captain left the ship shortly after he requested me as I always had charge of the liquors when he was away to give them grog at 11 A.M and 4 P.M. - Our Ship had large Stern windows and they were at work directly under them so they could look into the cabin from the staging which they were working on and I passed it (grog) out to them. They

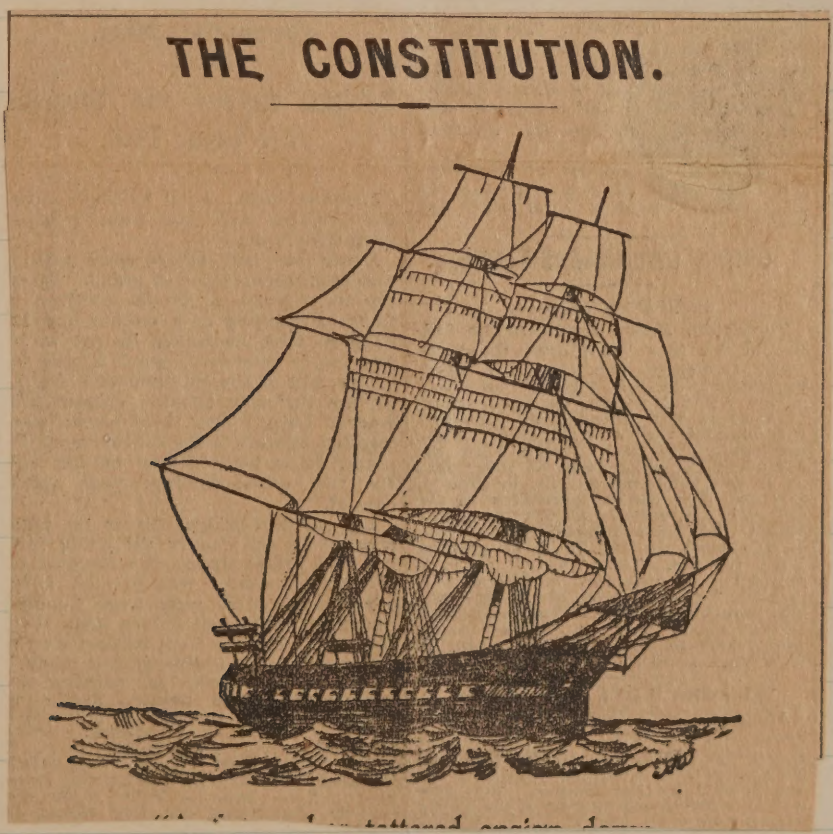
asking often for more which I ventured to give them as I dared to without the captains permission. After they had stopped the leak as they supposed the Ship was put in trim we found She leaked as before. So Our Captain reported to the Comodore. The next day the Master Carpenter came and looked after the work with no grog and the leak was found and stopped A Couple of days after the Carpenters mate and four Sailors came on board to buy some Shells or any curios they might find amongst our Crew as we had been to the westward Cruising amongst the islands before leaving our Ship he came to me and begged me for a glass of grog as the Captain was not on board I ventured to give it to him saying I did not dare to give any to the Sailors that came with him. I went to the Cabin he following me and I put a bottle of rum and a glass on the table told him to help himself and to my Surprise the four Sailors dropped in and he passed the bottle to them and all took a hearty drink. I took this as one of a Man of Warsmans tricks. b all came = on o trust

The fourth of July I went on board the Frigate with some of our crew to witness the firing a Salute from her big guns. At 12 O'Clock the first Lieutenant Starboard standing aft with his watch in hand gave the Order fire ~~Starboard~~ bang She went Port fire ~~Larboard~~ bang again untill twenty one guns sent forth their loud and almost deafening sounds that was heard miles distant and was witnessed by many on the land and on Ship board

3

near July

Fifty Seven Years Since Now I remember it very distinctly and the proud feeling I felt at that time a boy to be on board of a large Frigate of my own nation floating the Stars and Stripes at her mast heads and peak — After giving the crew liberty we weighed our anchor and put to sea cruising for whales again



1st Voyage

SWIFT Homeward Bound 1840/41

Tells about Townsend, one of the crew, going aloft to loosen sail. He lost his hold and fell overboard, when the ship made a sudden roll.

It was a clear night, a bright moon shining - he was sometimes 20 ft. away, then thrown against the ship side; due to the heavy sea dashing with great force against side of the ship, it would have been folly to have lowered a boat. Men caught him by his foot, but his boot came off. We gave him up as lost, but the sea threw him to the side again, and he was caught by his arm and saved.

A number of years after this, I received a letter from him- he was settled on a farm, doing well, was married and never had a wish to go to sea again.

TO THE DIRECTORSHIP

OF THE MUSEUM

Sharon, Massachusetts
1 October 1966

and the ship kept off on our course Townsend went aloft to loose the sails and had done so was coming down the riggin when the ship made a sudden roll to the windward and he lost his hold and fell over board to the windward of the ship. The cry of a man overboard brot all hands to the shipsside it was a clear night a bright moon was shining. We had not kept the ship off on our course so the heavy sea was dashing with great force against the side of the ship we could plainly see him in the sea sometimes twenty feet away then thrown against the ships side the crew anxious to do all in their power to save him slung themselves over the ships side in ropes as our boats were all turned up and lashed to the davitts and it would have been folly to have attempted to have lowered them, after a long 69

time one of the men caught him by his foot but in hauling him up his boot came of and he went out of sight and we gave him up as lost but the Sea threw him to the [illegible] was saved.

We were bound home Scudding before a westerly Gale it was blowing fearfully with a tremendous Sea running at night we hove too as it was dangerous to keep on our course as the heavy Sea was flooding our decks and sweeping every thing about at midnight the wind abated but the Sea was still very high The Capt ordered the fore topsail set after waiting Townsend found that he had before Sailing from home given the man who gave him his outfits a power of attorney to settle his voyage on his return home this man had died and poor Townsend could not get any thing. The owners gave him ten dollars to get to his home with and a number of ladies who had

10

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heard of his hard case collected money
and gave him to purchase a suit
of clothes and pay his board bill
A number of years after this
I received a letter from him he
wrote that he was settled on a
farm doing well was married
and never had a wish to go to
sea again

SWIFT

— Aug. 1841
no dates

From Callao to "

"off Shore Ground

to "Ohitahoo" - (Marquesas Isls)

found natives here the same as at Nuka Hiva, where we anchored a year ago. (Poss. by not the only time)

Arrived at "Otaheite" & anchored there a month.

Enroute to Cape Horn, man overboard during storm — due to efforts of crew, he was rescued.

Lay to at Pernambuco for supplies.

Arrived home after 54 months voyage.

After leaving "Callao" we took a cruise to the off Shore Grounds. Saw and gamed with severale Whales. Saw whales a number of times took about 300 barrells of Oile this Cruise. leafte the cruising Grounds and put away for "~~Dominica~~ Nukahiva" one of the Marqueras Islands, here we founde the natives the same as at "Nukahiva" whare we anchored ~~last~~ a Year ago. took on board woode and water and traded with the natives for pigs. fowls & fruite which we founde in abundance, We ware here I founde the sick man and rendered him whate assistance I could. We Sailed from here for "Otehuete" taking with us two french missionaries as passengers. when we arrived at "Otehuete" we found two french man of war one English man of War and severale Whalers. we lay in port at anchor a month hoisted our Oile out of the ship and put it on Shore to lighten the so as to clean her bottom off barnacles and the loose pagged

passage and founde our provisions wouldn't

Coppers. painted Ship. Rove new Riggen
and bent new Sails preparatory for a pass-
age homeward around Cape Horn.
Tropical fruits was very plentiful here
and Cheap. We had 1000 Oranges brought
on board every morning besides bananers
figgs. Guavers and pine Apples. Our
Crew lived mostly on fruits for ate dinner
time they would Swim to the Shore which
was note more than a hundred yards distance
with their kids of meats and duff on
their heads and exchange it for rum.
When our Ship was ready for Sea our
Captain had every place about the riggin
filling up with bannaners and two boats
were headed filled with fresh Oranges.
We finally bade adieu to Otahiete and
beautiful Islands of the South Pacific Ocean.
for our native land
America. The natives of "Otahete" were very
friendly. Whenever we were on Shore having
liberty we could gather all the fruits we wanted
to eat, was always made welcome when entering
their houses. fruits being offered us or if ate meals
time we were asked to partake with them.

We had a fair passage towards the Cape but as we ~~[illegible]~~ went towards that point of Storms and Gales the days grew Shorter and the weather more boisterous. When running to the eastwards we encountered heavy Gales with a tremendous Sea running although these gales were a fair winds for us the Captain did not run nights as our Ship was deeply laden with Oils and he feared of loosing our boats or having our decks swept by the Sea washing over us. We hove too several nights, on One of these We had a man to fall over board by Great exertions of the Crew he was saved from a watery grave. He was sent aloft to loose the fore topsail during the night. and was stepping from the topsail yard to the rigging the Ship fetched a heavy roll to the windward when he missed his hold and fell in to the sea. he being to the windward the Sea washed him up to the side of the vessell. the night was clear

and a fulle moon made it very light so we could see the hugh waves wash him up the side of the Ship and the preceding wave or undertow take him away at times 50 feet away. It would have been folly to have attempted to lower a boate at that time. The men tried ropes around their bodies and hung over the side to grasp him if possible. After a while one caught him by his foot but his boot came off and we gave him up as lost. But in a short time he was seen again and was thrown to the side and one of our men seized him by the arm and with help got him on board. He was nearly exhausted but by rubbing and wrapping him in warm blankets and Gin hot drinks we saved him. After pounding the Cape we were once more in the atlantic Ocean. The thoughts of seeing home freshened our hopes of better days ahead. We steered our course to the northard the days lengthend and the weather pleasanter. We had so far had a very long passage and founde our provisions would 14

come Shoate. as [illegible] The Captain decided to touch at Pernambuco for supplies. When we reached that port we did not anchor but lay too and the Captain went on shore and returned in the evening with a side of fresh beef and some oranges, It being a holiday markets and Stores were closed this was all he could obtain. As the holydays were to last several days the Captain kept the Ship off on her Course for home trusting to meet some vessells and get some provisions from them. One day we saw a dutch brig and made for her and exchanged some oile for half barrell of beef and about half a bushell of barley from that time intill we arrived home for about three weeks we were only alowed meale once a day but barley soup often we had flour, breade, and other supplies sufficient to last. After Crosing the line the Crew were employed in setting up rigging, squareing the ratlings, tarring down

the rigging and painting Ship inside
so as to look well when we arrived at
our home port

We Arrived home after an absence
of 5 4 months; had on our crew
list over one hundred different men
during the voyage. The Captain
3d mate. Cabin boy. and two sailors
were all that returned in the Ship
that Sailed from home in her.

SWIFT

undated

Ship Swift

Went ashore at Humphrey's Island - it was deserted, but evidence of living was there, mats, dishes, etc.

Took 2 mats from overhead beams from 1 of the houses - to the ship - on opening found 2 skeletons - left them on shore.

Hunts Island - natives had hair almost to their feet. They went from 1 island to another as they could not subsist on what grew on one island but part of the year.

HE TRUSTEES OF

DALL WHALING MUSEUM

NCE WITH PLEASURE

APPOINTMENT OF

M. V. BREWINGTON

It was on a fair day when from the deck of the good ship "Swift" we saw about 15 miles distance Humphreys Islands. as we approached the land we saw that there was a beautiful lagoon at the East end about four miles long and two in breath encircled by a narrow strip of land the waters inside, looked like a sheet of glass On the west end covered with Co Coa nutts trees was a ~~village~~ town the native huts we could see from our deck with a long sand beach in front. We sailed past within one mile and as we saw no people on shore our Captain ventured to land went in shore with two boats crews and took a stroll through the village we found mats on the floors wooden dishes inlaid with pearl shells

every thing showed that the natives had not long been from the Islands. We took several wooden dishes and some other articles to the boats I saw two bundles of very fine mats over head on the beams in one of the houses which I tried to get down but could not. I called one of the crew to assist me we took the covering from the top of the house and brought them out. he taking one and I the other. we took them to the boats where the captain wanted some of what we supposed to be a prize but on opening found inside two ghastly skeletons. we left them on the shore.

We loaded our boats with Co Coa nuts as the trees were very tall we cut them down as we had no one that could climb them most of the nuts were green the inside was full of sweet milk

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the nuts was like jelley to be eaten with a spoon

Juits Island — As thaie was another Islands laids down on our Chats about 30 miles to the westwards the Captain hove the ship to and drifted during the night. The next morning land was in sight — we sailed in towards the shore and saw the huts in the grove — Two canoes came off with four men in each when they got on deck and saw the cocoanuts and wooden ware they were wilde. They were fine looking men tall and very straight — with long black hair reaching down their back nearly to their feet I dont believe its was ever cute. We had several natives from different Islands in our crew but no one could understand their language for some time we had a very bright Sandwich island

boy about 18 years old who after listening to them could understand and talk so as to understand some words. the Captain through our boy asked if fowl pigs and fruits could be traded for if we sent boats in shore they said we could get them and were very anxious to go on shore. we took their canoes on deck and detained them on board (as hostages) whilst the 1st and 2d mates went in with their boats to trade taking with them cotton cloth and other articles usually wanted at other islands. we could see from our ships natives on the shore but as our boats approached them they went back in the bushes the mate ventured near enough to have them wade to the boats but did not venture to land but returned to the ships without any trade whilst the boats were away the

Captain Cutt off the hair of one of the natives it was like a horses taile 4 feete long he gave them looking glasses sissors fish hooks a pieces of iron hoops offered them some rum and tobacco which they did note seem to know the use of and refused to drink it

This was good proof to me that the natives of these islands had note ever had white men amongst them and seldom is ever had vessells touche here for trading

I think these were the only islands I were ever to who did note want Rum and tobacco

We learnt these natives went from one to the other islands living part of the time on each as they could note subsiste on what food grew on one bute part of the year

SWIFT undated

Writer got molasses at request of one of the boat steerers (quart pot, half filled).

Captain made him drink most of it, for having taken it without permission.

one Sunday not feeling well I lay down in the seconds mate State room and fell asleep. It was my duty to take the quadrants on deck at ½ past 11 A.M for the captain to take observations to find the Latitude we were in. As the quadrant was not on deck in time search was made for the boy. The cabin. steerage. and forecastle was looked over and no boy was founde even the men at the mast heads were hailede to know if anything had been seen floating on the water astern of the ship

the captain became alarmed and began to search. When I felt his large rough hand on my face it awoke me up and with a jerk he landed me on the floor

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and I learnt that I was not to obey every one after this. thare was molassed one quart a week measured out to the crew and boat Steerers which did not always last the time which caused him to Send me to the pantry for more and got me punished

Every
day were alike that is no Sunday for
the Crew to rest and I was reminded
of this when one pleasant Sunday the
Capt- Ordered the mate to get a Sail
on deck and repair it- The watch had just
finished breakfast and were making preperation
for their usual Shave and wash preparatory
to Sunday clothes and a day of rest when
the mate ordered the watch to come
aft with their palms and haul a large
topsail from the Sail Jnew below
they came very reluctantly but the
officers orders must be obeyed. I was
passing aft to the cabin and when abreast
of the men not seing the Capt I repeated
the commandment which says Six days ~~thou~~
thou
shalt labour and do all thy work and rest
on the Seventh or Sabbath when I saw

the Capt go into the Cabin ~~who~~ he called me after him saying boy what day of the week is it. Told him it was Sunday he said he had lost a day and told me to go on deck and tell the mate to put the sails below in the sail pen. I slept in the steerage with the boat steerers who at that time I supposed to be petty officers as they lived aft of the main mast. one evening I was down in the steerage when one of the boat steerers asked me to get him some molasses from the pantry I took a Quart pot passed through the cabin to the pantry and filled it about ¾ full The Capt and mate were sitting in the cabin reading in coming out of the pantry with pot in my hand

the Capt- said Boy what have you got in the pot- I told him it was Molasses for one of the boat steerers in the steerage, who Gave you permission to get it- he asked I said no one sir I will teach you not to get things from the pantry without permission So drink what you have in the pot- I told him I could not- it would make ~~me sick~~ but his orders must be obeyed or I would have received a worse punishment- so I drank half of it- when I began to choke and swell up in my throat it- was hard to get it down being as black and thick as tar, the Capt- thinking I might be sick and leave part on the cabin floor allowed me to leave but- I was sick for two days after this dose

87

Ship BALAENA 1841-1845 2nd voyage for 3 years journal by third mate

Sailed Nov. 10, 1841 from New Bedford

Block Island ahead, May 1845

Pg.

8 at Cape Horn

10 Ashore at Juan Fernandes (off Chile then anchored at Payta

18 " at James Island

20 At 'Off Shore' Grounds

23 At Cuhuga, (one of Marquesas) where one of our men was eaten by cannibals on my previous voyage-4 years ago.

28 Feb. 1843 -anchored at Papeete-Otaheite

30 Anchored at 'Assension'

39 " at Mowee (Sandwich Islands) in Oct. 1843

41 Arrived at Marquesas Isl. Feb. 1844

44 Anchored at Nukahiva

51 April 1844 -laying off Massacree Bay- Tutuilla Island, of the Navigator Group

52 Off and on at Strongs Isl. for wood

53 Anchored at Pago Pago Oct. 15

56 Anchored at Tabuhano middle of Feb. 1845

THE TRUSTEES OF

THE KENDALL WHALING MUSEUM

ANNOUNCE WITH PLEASURE

THE APPOINTMENT OF

MR. M. V. BREWINGTON

2d voyage

1st Balaena

I sailed on my seconds voyage as third mate and boatsteerer on the ship "Balaena" for three years. Cruising for Sperm Whales in the Pacific Ocean We Sailed from home November 10th 1841

It was a pleasant day and we were accompanied out by our friends as far as the pilot took us about fifteen miles. When they left us to return in the pilot boat this bade us adieu with three hearty cheers wishing us good success and a safe return which was answered from our Ships company. Then our Anchors were lashed on the bows the chain cables stowed away in the lockers below and the loose things about deck made secure for the night. All hands were called aft and watches Chosen. The Ships Company was devided in two watches. Starboard and Larboard the latter is

always headed by the 1st mate the
ommn by the 2d mate. this devision
made on the fisto day outo. then the
ules of the ship is laido down by the Capt to the crew
ndo ato 7 P.M. the watch for the night-
s seto the 2d Officer always taking the
fisto watch from homo porto. the others
o below to geto whato sleep they can
Seconds day outo after breakfasto alls
hands are mustered afto for choosing
boato crews ando here the fisto Officer
takes preferance by selecting one man follo-
owing by the seconds, thiid ando fourth.
each chosing one man untillo each boato
crew is chosen following usually remem-
ber whato boato to which you belong ando
be on hando when she is loweredo away.
Masto heado are then manedo Generally two
men ato the fore a boato steerer ato the maine
ando one man ato the mizzen. theso look outo
are thare from this time untillo the endo of
the voyage. excepto in very stormy weather

being in port, they are relieved by others every two hours from daylight in the morning untills sunset at night they are exhuted to report every object that comes in sight such as white water, breeches. Spouting the least thing that would indicate that it might possibly be a Sperm whale also to report land in sight or a Sail. After maning the mast heads. the Crew were employed in fitting the boats and getting the cutting gear in readiness for Whaling this usually takes several days. Then the rigen is set up rattings squared and chafing gear such as mats and scotch man ~~breyed~~ ow and after four Oclock in the afternoon the Green hands is taken inhand by one of the officers to learn and learnts the running rigen the name and place of every rope so as to put his hand ow it in the darkest night as well as in the day. Then comes furling and reefing Sails so as to handle them in Stormy weather

often on our passage ~~out~~ the boats were
lowered so as to excersize the crews and
teach them to pull ahead. Steer all or
leak their oars. So as to manage the boat
when in persuit or fast to whales.
We had very ~~very~~ pleasant weather
on our passage out; when near the
Equator saw a school of Sperm whales
lowered our boats and captured two of
them which made sixty Barrells of Oil.
It was calm and rainy weather whilst
boiling out the oil and were obliged to
spread a large sail over the try works to
keep the water from getting into the large
pots. It chanced to be my good fortune to
strike the first whale, ~~that~~ that

~~Our first Whales~~

in Latitude 5 degrees

We were ~~about~~ North of the Equator- the weather was fine and the Sea quite smooth at nine O,clock in the morning the man at the mast head sang out "Thare She blows, ——— Thare She blows;" Whare away hailed the Captain from the deck; four points off the lee bow Sir was the reply, ~~How~~ How far off; three miles Sir.

Keep her off and square in the yards; let us Know when we heade for them were quick orders from the captain who took his Spy glass and went aloft. as soon as he saw the whales he ordered the lines in and the boats made ready to lower; by this time the whales had gone down. We ran down intills we were about half a mile from whare we last saw them and luffed too

with the main yard aback. they were gone about thirty minutes and came up a mile to the leward. three boats were lowered Sails were set and the crew Setting on the gunwale with paddles gave chase, The Starboard boat (the captains) was a short distance ahead the others and very quietly Slide along side a large cow and the writer planted two lons into her hugh body. with one blow of her broad flukes She made the water foam and then started at a ten knote Spin to the windward for a short time.

We had a green awkward, Country boy who pulled the midship oar and never saw a boat untill he came to N. B to ship who was So galled when we got fast that he seized his Oar and kept pulling on it untill he got it crabbed which knocked him over backwards in the boat and broke the Oar in the row locks. he crawled out and on to his Seat

and days are now fast he went by the name of "Govenor" amongst the crew after this. The larboard (mates boats) in the mean time got fast and by noon had two fine cow whales along side. and by night had them cut in. The next day the wind was light with rainy weather commenced boiling. was obliged to spread an old topsail over our tryworks as an awning to keep the water from getting into our large trypots. the two whales made us sixty barells of oil worth at that time about two thousand dollars. We worked through the light winds and calms and took the S. E. trade winds and pleasant weather Steering to the Southward towards Cape Horn. The crew were employed for several days in hoisting out Bread and Flour and provisions to be cooperied to make the casks perfectly tight and then stowed.

back in the holde again. As we neared the cape the days lengthened fast when off the cape we had the sun for 19 hours a day and it was light enough to reade ordinary print all night in clear weather. We experianced fine pleasant weather around the cape with the exception of a short gale from the S.W. which lasted twenty four hours. during this gale a link in the lower ende of the bob stay broke near the cutwater. This stay was the main support which held the bowsprit down. and without this support when the Ship was pitching and diving into the heavy seas would endanger our heade Spars and even our maste being carried away. The captain saw the danger we were in and the only way of remidying it was to put the Ship off before the Sea and some one to go over the bows and try to secure

it with rope as it was a very risky job
he did not feel like ordering any one to
undertake the work although all on board
knew well what was needed. I finally
volunteered to try and secure it. providing
the Captain would run the ship off
with the sea ow the quarter and he to
stand by the man at the wheel and
see that she did not come up to the
sea. every thing being ready the ship
was kept off and with a rope around
my body I was lowered over the bows
to the water. It was cold and ~~I~~
~~occasionally~~ after I was plunged under
water as the ship forged ahead but
I succeeded in lashing with
stout towline the ends togather which
answered every purpose untill we got
into port where a new link was made
After coming on deck I assisted
in setting the stay up taught before chang-
ing my clothing whereby I caught a bad
cold which lasted several months

After rounding Cape Horn we Steered to the Northward cruising down the coast of Chili. Saw the island of "Juan Fernandes" Stood in towards it and the Captain and Second mate went on Shore with two boats, the Ship standing off and on late in the day they came off with some Quinces, Peaches and Figgs We shaped our Course from here for port "Payta" in latitude about five degrees South of the equator, the day before we saw the land spoke the whaleship "Beaute" of N. B. Captain Adams thirty month from home. We had letters and papers for them I had a box and letters for the cabin boy from his mother. We were ~~out~~ this time five months from home but this was considered at that time late news as there was no mail communications at that time between the U. S. as is later next day both Ships came to anchor at "Payta" coast of Peru. here we painted Ship outside, took on board a good supply

of Sweet potatoes, Onions, fresh beef and fowls. and gave the crew liberty on Shore. We had two men on boards hailing from western parts of New York who had missed their calling when they shipped on a whaling voyage for neither would ever make a Sailor or Whalesman and had been of very little service since being on board. One was a Civil Engineer the other a dentist. The dentist as soon as he learnt that the Captain was going to give liberty for two days on Shore managed to get words on Shore that if any families on Shore required the services of a dentist he would be happy to wait upon them - this took well as there was none there at this time if ever before. He commenced to make preparation for business, his Shore Suite which had been laid away in his chests was brot on deck and well aired - and his hands which had

pressed the tar from the riggen as he went aloft were rather dark and had the smell of the riggin. by using lime juice and bathing them after he succeded in getting them in quite good shape to attend to his customers. The first day on shore he took on board sixteen dollars and the second even more. he told us that thare was a fortune for him if the captain would leave him on shore, The Civile Engineer felt the same, as all the fresh water used in town was brought in from the county ten miles out in sacks made of goat skins ~~on mules~~ by mules or donkeys thare was greate needs of some other method of supplying the wants. thare had been for some time a talk of having a survey made and pipes laide for this purpose. one man had an eye for business and made it known to the authoralies. when the ship was ready for sea both asked the captain to discharge and leave them on shore

at first he declined to do so but at the wishes of a number of the ~~people~~ citizens and with the advice of some Americans living here he finally consented and shipped two men to fills their places.

When on shore I witnessed a procession which came near making quite a serious affair. I happened to be in a publick house frequented by Officers and Sailors the front room was used for a bar and at this time there were a number in it some of whom were quite merry - late in the day a procession came along the street headed by four men playing on violines and chanting - next came priests robed then followed a figure seated on an ass all decorated and clothed in bright colors then came a large company of citizens or natives; as they passed along the windows and doors of the houses were filled with ladies and children witnessing the

procession as it passed by on each side of it were two men with a Silver plate which held a small Silver figure to represent our infant Saviour which they placed to the lips to all they could reach and from them a piece of money was given. One of the men entered the bar room with a shout as he did so, One of the Sailors did not understand the object of all this and was in the act of raising his hand to knock it away as some one caught him. It created quite a ~~xxx~~ Comotion as several from the Street rushed in but by giving quite liberally to the bearer of the ~~Crucifix~~ plate it passed by I learnt afterwards the procession was to represent Jesus entering Jerusalem

After a short stay in port we are off again for the richest whaling grounds in the Pacific around the Gallapagos Islands. We had been cruising only a few days when one morning as the men were ~~[illegible]~~ in the rigging going to the mast heads they saw a large Sperm whale a short distance to the leward of the ship mooving very slowly from us. All hands were called and the boats put in readi-ness to lower; he went down and was gone fifty minutes, when he came up we lowered away and the next rising the Starboard boat sailed along side and the boat steerer put two irons in him. the mates boat was soon there and struck him, it was not very long before we had him spouting thick blood, about this time another big fellow came up near us. the mate

cute from the fast one and gave chase with the second mate ~~for him~~. he was gallied and put off to the windward. The wind was light and sea smooth so the boats could follow near him but could not get near enough to strike. We took the one we had killed along side by this time the two boats were out of sight. About two o'clock we saw the boat sails ten or twelve miles to the windward and as they ~~approached~~ came very slow the Captain thinking one might have got stoven sent the Starboard boat to assist them when we got to them we wer surprised to find they had the other large whale in tow. they had chased him to the windward nearly out of site of the ship when the wind had freshened and the whale changed his course so ~~that~~ the boats could use their sails and sail on to him.

by sunset we had them both fast along side. As the men were very tired having been in their boats we did not commenced cutting until the morning. We had fine pleasant weather whilst boiling. The Whales we saved one hundred and eighty barrells of Oil from them. We cruised around the islands four months. Saw whales several times and took about four hundred barells of oil. We went to anchor at James island for terapin.

As there is no harbour at Lames island we anchored near the Shore on the west side. the following morning all hands were called at three Oclock. Got breakfast. Then three boats with twenty men put off for a hunting cruise for terapin. We pulled about fifteen miles around the north east end of the island and landed on a fine sand beach here we hauled our boats up. after spreading an olde sail out which we had brought from the ship we turned our boats bottom side up and spread the boats sails over them which made our place of abode for the night. then all hands struck out to hunt for terapin which were found a mile or two from the shore. We found it very hard and tiesome work to get them down to the boats. for all along the front of the island for half a mile

or more we were obliged to travel over clinkers of lave resembling molten iron before we came to any soile which was covered with coarse grass and low brush with wilde cactus. We did not finde terapin very numerous but succeeded in getting by night forty eight. Our Chief mate had the leade in finding them he was a tall lean man and a fast traveller. Whene he found one he would turn him on his back go untill he founde another then take him on his back and when he came to the first one lay him down and take the other a distance and change in this manner untill he had them to the boats. after three days on shore we returned to the Ship with Seventy fine terapin weighing from Sixty to one hundred pounds these were taken on board and put into the

Ships hold where they remained untill we wanted them to cook leaving only a few on deck for immediate use. Some of them were there for months without light, air, food or water and when killed were found to be fat and in good condition as when put there. We generally killed twice a week. two being sufficient for a meal for the Ships company these cooked into a Stew with Sweet potatoes was considered a delicious meal after having had Salt meat and duff for months. Out to Sea again we put away for the Off Shore Ground. Lat 5.00 S. Long 105.00 W on this Ground Ships have cruised for many Years for Sperm whales and many thousands barrells of oil have been taken and carried to New Bedford and Nantucket in these Ships. The whales here mostly bull whales and are large making from forty to one hundred

barells of Oil.

Here we took in Sails nights and Sent boats Crews watches. It is the practice when on cruising Grounds where there is little or no current to take in the light-sails and double reef the topsails at Sun Set, and then men at the mast heads come down - Sometimes there is great rivalry between the watches in trying to outdo each other in reefing topsails. The larboard or mates watch forwards. the Starboard or Second mate aft. and when the order do Sun Set is given to shorten sail the topsails are lowered on the cap and the reef tackles hauled out the Sailors run up the rattlines like monkey the boat steerers out on the Yard arms to the earings "Larboard to leward" is shouted then every reef point is tied by the men. and down on deck again Soon the

halyards are manned and the sails are reefed for the night. Our crew were well drilled in taking in and making sail and in the boats too and were in readiness for whaling. In the morning all hands were called at daylight masts heads manned and all nessesary sail made on the ship decks were then washed down and swabbed dry then breakfast and a watch below. The mast heads ~~[illegible]~~ and wheels relieved every two hours

To follow us through a voyage lasting three years would be tedious and unprofitable. Suffice to say we saw a number of whale ships cruising and quite frequent after four o'clock when the chances for whaling was over we would come together and change crews the captains on one and the mate the other ship sometimes until midnight in this way

monotony of a long cruise would be broken
Whales were not seen very often, we cruised
to the westward in the latitude from 3 degrees
to 5 degrees South of the equator as far as longitude
118.00 degrees West then on the line to 130 00 -
then we hauled up to the S.W. for "Otehiete"
touching at "Anhuga" one of the Marquesas
where we had one of our men killed and
eaten by the canibals on my previous voyage.
four years since, we went in with two boats
the captain and Seconds mate, as we pulled
in towards the shore we saw natives with
women and children, we ventured to land
the captain and one boats crew went inland
about half a mile to a village in a Cocoa nutt
grove, the natives were very friendly gave
us fruits to eate and the milk from green Co. Coa
nuts to drink which is delicious. on our return
to the boats we exchanged cotton cloth, tobacco

hoop iron and whale teeth for pigs, fowls and fruits. I noticed a great change in the appearance of these natives since I put in this bay four years since then we did not dare to land as no women or children were to be seen, but I learnt whilst on shore that some Sandwich island native missionaries had been on the island and no doubt was the cause ~~of the cause of~~ the great change I saw.

An incident occured on this cruise which may interest some. The day was pleasand with a clear atmosphere a whale spouting could have been seen four miles distance, At 10 A.M we saw three large Sperm whales mooving very lazily to the westward about two miles from our ship after spouting forty or fifty times they turned flukes and went down. We kept off and ran

down within half a mile to whare they turned flukes and luffed too, lowered our boats sailed about a mile whare they judged they would come up and luffed to about an eight of a mile apart, after waiting an hour no whales had come in sight. the boats kept off and the ship following them a mile and luffed too again, after watching nearly two hours the captain was about giving up the chace to come on board the whales came up near the mates boat. (having been down one hour and fifty minutes) he sailed along side of one and the boat steerer fastened to him, he sounded taking out nearly all his line two hundred and fifty fathoms and came up, as soon as the line was hauled in. the whale was now lying still the mate set his lance in him and with one splash of his large flukes he shot ahead a short distance on his side

with his fin out grieving he dropped his jaw and was dead. he was killed instantly. In all my experiance of forty years whaling I have never seen a whale killed so quickly. It is wonderfule to think of a whale the largest thing created and breathes. who with one blow of his flukes could have sent the boat forty feet in thes air and its crew to a watery grave or could have stove in the sides of our ship if within his reach and sank her. to have its vitale spark extinguished so suddenly.

Sperm whales are very regular in their habits of spouting and time in being down. Large bone whales will spout forty to fifty times, Cow whales which go in schools do not stay when up up as long. the large one stayes down from forty five minutes to an hour. the small cows about half that time; some captains time them by their watch and can tell about

the time they will appear and judge the distance they will go when down.

The largest whale I ever saw made one hundred and thirty barrells taken in the Atlantick Ocean near Tristan de Acuna islands he measured sixty four feet long. with jaw measured on deck sixteen feet.

flukes sixteen feet ~~[illegible]~~ from point to point. The flukes should be remembered have a perpendicular instead of a horizontal stroke as seen in a fish.

I give his aproximate weight as estimated one hundred and thirty barrells at eight pounds per gallon thirty two thousand seven hundred and sixty pounds, of bits boiled out Certainly not more than one third the gross weight goes into casks and this makes ninety eight thousand two hundred and eighty pounds, about 40 tons A fish Story, some may say, but I believe very near the truth —

notwithstanding. To show the contrast in size I may say that we often get whales that make less than ten barrells, In February 1843 find us at anchor in the harbour of "Papatee Otehiete" one of the islands of the South Pacific Ocean. fifteen months from home. with eight hundred barells of Sperm Oil on board. We found at anchor a number of French and English man of war and several whalers. We went through the ordinary duties when in port such as painting Ship out side, taking on board wood and water for a cruise and giving the crew liberty on shore. fruit was in abundance and our Ship was well supplied we lay in port fifteen days then went on a cruise to the westward down the equator through the King mills and Solomon islands. We touched at Hope, Roaches, and Pleasant islands where

Refers to a Lady's Cruise.

we exchange Cotton cloth, tobacco, and short
piece of iron hoop for fruit. fowls and eggs
at one island the canoes came along side
with flying fish the largest I ever saw. they
were from 12 to 15 inches long. wings would
spread 18 inches. they were fine eating.
they wanted iron hoop in exchange.
for a few short pieces they would give us
a large pail fulle. we saw whales when
near pleasant islands and lowered our
boats and gave chace, but the natives
put off in their canoes and jallied them.
Whilst sailing through the group one night it was
squally rainy weather about midnight we
were reefing the topsails the men on the
yards smelt something like hay or grass
burning. the rain squalls let up a short
time and we saw a fire on an island
not more than two miles to the leward.

it was so bright we could see the houses on shore, had we not luffed the ship to the wind to reef we would have ran her on shore. We down tacks and stood away untill morning then put off to the westwards. Here we spoke the bark Edward of Hudson the captain told us he shipped a man who left us at Otehiete he died a short time afterwards and was buried at Sea.

After cruising four months on the equator we saw the islands of Assension and went in the harbour at the west end and anchored. found seven ships here. Two days previous to our making this island we spoke the bark Edward Lands took from her nine natives, the captain had picked up at Sea no lands being within two hundred miles a Canoe

without sails or paddles. and no food these natives Seven men and two women. as no one on board could understand their language we could not tells how long they had been away from the land we landed them on shore and learned from the natives that it was a chief and his family which had been set adrift.

One day it being calm a large shark came swimming around their canoe. they being near famished by hunger one of the men jimped overboard and seized it by the taile when it turned around and bit a piece out of the fleshy part of his arm leaving an ugly wound which our Captain dressed. Whilst lying in port we had liberty on shore. I took an old flint lock musket which was all the fire arms we had on board and a native for a guide and went into

the woods looking for game. I found wild doves quite pleanty, and returned our board at night with a bag full. the next day all hands had a goode dinner of them. Afterward I thought what a risk I had run by going in the woods far away from the ship with a wild uncivilized native who could have easily killed me for the musket and powder which was what was mostly wanted by them.

Two days before we were to sail from her a large canoe came along side with a white man and four natives. they had come from another villiage four miles from whare we lay, had some yams and fowls which the captain traded for. before they left our captain agreed to buy five hundred yams and some fowls provding they would bring them the next day. The next day just before

chace in doing so we passed other ships at anchor who seeing the canoe and our boats in persuit lowered boats and engaged in the race, the canoe put for the reefs which they could pass in hopes to reach before our boats could catch them. the captain ordered me to have a harpoon ready and in case the canoe did not stop to dart it at the white man and not to trouble the natives after quite a long chace and finding they could not escape they stopped paddling and we came up to them. we took the white man out of the canoe carried him to the ship and the captain confined him untill the next day - the canoe towed our boats back to the ship but soon left and returned the next day with more yams and fruit. When we released our prisoner and allowed him to leave with

words of advice to be honest when trading
with Ships touching here for supplies in
future Scottie

We found an old ~~Kentuck~~ Scotchman living here who had deserted his ships some years since and became a Beach Combe, he was known by the name of Scotty he made his house built on posts 10 feet high and steps on the outside to enter it. hung in inside of the entrance he kept an old musket loaded ready for imediate use. he could speak the native language fluently the natives seemed to stands in fear of him. whenever ships came in port he paid the captains a visit always having a belt and cutlass hung to him. he was drunk the greater part of the time sometimes coming on board and laying down on deck beside the cabin gangway and sleeping As he frequently was of service to the captain when trading and dealing with the natives he allowed him on board. And when we left port he gave him some cotton cloth, Tobacco and Powder

We Sailed from "Assension" the last of May for a cruise on what is Knowon by Whale-men as the "Jappan Ground" in the Lattitude from 28.00 to 30.00 N. Long 155,00 E to 155,00 W. We saw and took a whale when we first got on the Cruising Ground we are now Cruising in the vicinaty of heavy Gales and hurricanes. We had not been here but a short time before a long ocean Swells began to rise, the dark Gray clouds in the west began to gather and rise which showed Signs of an approaching Storm. by midnight it reached us with fury by this time we were lying too under Storm Sails with our boats turned up and lashed to the riggin, the gale lasted thirty Six hours. We Ship Some heavy Sea had the bow boat Stoven. And Starboard bulwarks washed away. the next day we Saw ~~the~~ the

floating on the water

a part of a whales head and scraps which had been boiled out, probably some ship had been caught in the gale when boiling. Some time after we spoke a ship which told us that the bark Fortune of Plymouth was capsized and abandoned in a hurricane about this time and no doubt we were on the outside edge of it.
We worked to the Eastwards and saw a number of ships cruising near the meridian. Where we had frequent gams but whales were scarce. We put away for the Sandwich islands. On our passage we saw a large sperm whale early in the day we lowered three boats and gave chace for several hours he would have his regular times of being down about one hour. he was shy. every time he was up to spout we could get within about sixty fathoms and he would

go down. we were near enough to see two iron poles on his back and a line attached to them no doubt some boats had fastened to him a short time before and he sounding took their line. as the last resort was to stike ~~him~~ or Galley him we took our oars and sprang ahead. when he came up we were about one hundred yards ahead of him he coming directly for us. we turned our boats arounds and I stood up with harpoon in hands ready to stike him as he passed us, felt sure of our prize but we were sadly disapointed for when he was within fifty feet he settled under water as suddenly as a rock. and passed under the boat ~~&~~ I darted tuying to reach him but he was to deep.

we anchored at Mowee one of the Sandwich islands in October from a five months cruise

as they are now. Very few Americans or europians were living thare then. Only one place of business of any account was kept by an American formerly a Whaling Captain he solde supplies to the Shipping mostly thare were a number of Smalle Stores whare liquor was solde and other Smalle articles of trade for the natives. We Shaped our course from here for the Olde Off Shore and line cruising Grounds and arrived at the Marquesas Islands in February 1844 ~~We were were~~ We were were standing boats crew watches nights the boats Steerers having charge, the Captain was on deck intill ten Oclock when he went below giving the order to the boat Steerer in charge to run on the course given him intille his watch was out. (twelve Oclock) and if the lande was in sight there as he thought it would be to take in the

light-sails and luffs too with the main yards aback untill day light- it was a clear night and full moon which gave good light so we couldd see the land as it was high twelve or fifteen miles from deck. The captain being awake at midnight and not hearing any one mooving about went on deck the boat steerer in charge asleep land plainly in sight and the ship heading directly for it. The captain came in the steerage and called me it being my next watch on deck and gave me his instructions to luff too and lay aback untill morning I had the watch called. The man at the wheel relieved, head yards braced up and ship luffed too by this time the boat steerer who had been in charge woke up and was surprised to find my watch on deck. Ship hove too and land in sight- he went below

but not to sleep as he had now got wide awake expecting in the morning to get punished or reprimanded by the captain which he felt he deserved. he was greatly surprised and astounded when the morning came and he met the captain several times during the day he did not mention the matter to him and never afterwards which as he told me was a greater punishments to him than he could have put upon him. for a long time it plagued him. he never was known to sleep in his watch on deck afterwards. he always had been and was during the voyage a good faithful trusty man and probably for this reason the captain let this offence pass by with mention

In the morning we kept of for the island of Nukahiva, before we went into the harbour every thing was taken out of the boats except sails and oars. the craft was tied up in bundles and

lashed securely under the boats overheads - every - thing about the ship which could be spared was put below as the natives were great thieves would steal any thing they could lay their hands on. When here on my previous voyage they stole many things even the meats and duff the cook had taken in the forcastle for the mens dinner whilst the men were aloft furling sails. many articles such as lantern kegs with lanterns in them even cooks spare iron pots and many things stolen from other ship that had previous been in port and brought off to us to sell we came to anchor about four oclock in the afternoon and before our sails were furled our decks were covered with natives the men coming off in canoes but the women swam off as they were tabood and were not allowed to step into canoes, they were a savage uncivilized looking people. no dress on except a piece of

native cloth tappa a yard wide about their loins. they were tattoed some all over their boddies from head to foot others only one half or one side. I did not see any of the women tattoed. towards night the natives were sent on shore the next day our captain had the ship taboed by the chief and no natives were allowed on board without permission This harbour is one of the finest in the Pacific being nearly land locked formed in the shape of a horse shoe nine miles in circumfrance in front of the town which is built in a beautiful cocoa nut grove is a long fine sandy shore. a Stream of fresh clear water running down from the hill side whare we filled our casks which were rafted and towed off to the ship. when we arrived we found at anchor two french man of war and a trading brig. Since I were five years ago the french

Government had sent a number of man of war to take possession of the Society and ~~Navi~~ Marqueese islands and three had been here and landed some Soldiers, which ~~now~~ now held persession. A fort had been built on a high hill at the right of the harbour which overlooked the harbour and town. I could see a great change in natives since I were here before they had been dying off in great numbers since the french came amongst them we could not obtain supplies as formerly for every thing was carried to the fort and exchanged for french brandy, the natives laying drunk a greater part of the time. We lay at anchor two weeks took on boards water and what recruits we could get gave liberty on shore; There was a white man living here who acted as pilot. he lived in quite a large house one part of it was for sailors when on shore

he kept liquors for sale which caused frequent disturbances between them and the natives, one day as the captain was approaching this place he saw the natives who were stoning one of our men who was on liberty (the the pilot) having sold him rum ~~xxx~~ which made him troublesome and were now trying to drive him away. the captain took him away and sent him off to the ship. The following morning we were going to sea our sails were loosed waiting for a breeze to take us out. the pilot seeing our sails loosed came off in a canoes to take the ship out to sea; he came along side. the captain was in his cabin shaving ~~xx~~ he sent words for the mate not to allow him to come on deck but to tell him that he did not require his services. he persisted in coming up the side. the captain hearing him came from the cabin with one side of his face shaven

met him as he was getting over the railing and one blow from his fiste sent him reeling backwards into the water his men picked him up and took him on shore he uttering oaths of revenge in case he came on shore. the fresh breeze came in we took our anchor and proceeded to sea for another long cruise westward.

when about a week from port we saw a large Sperm whale going slow to the leewards the boats were lowered and gave chace. the first and second mates taking the lead the Captain following on ready to lend a hand in case either boat got fast. the whale had his regular time in being down about an hour and when up spout forty or fifty times he was shy would not let a boat come within fifty fathoms no doubt he had seen them and when at this distance went down. we kept on after him until the ship was twelve

or fourteen miles off. Could just see the heads of her topsails and it getting late in the day when our captain called the boats to him he did not think it of any use to go farther and to give up the chase go on board and if the wind increased we would try him again I felt it was saying good by to the whale by doing so. As we had been following the other boats all day I asked the captain to allow us to take our oars and try him either catch him or galley and drive him off. He consented and we sprang hard to our oars. When he came up he was off our beam about fifty fathoms away. We kept for him. We pulled along side and when the captain called out to me to speak my oar and stand up being then well forward and near enough to strike I planted two irons into his side with all my strenght I never was more elated during this voyage

in striking whales than this one to feels after a long chase the most part of the day and tried by other boats that he caught by our boats we soon had him turned up and left with the second mate. the other two boats went on board by this time the breeze had freshened and by dark we had our prize along side and sails taken in. after getting some thing to eat. the watches were set the first were busy getting cutting gear up and stages over the side all ready to hook on in the morning the weather was fine and by night had him cut in. and when boiled out made us about one hundred barrells of oil. worth at this time three thousand dollars. too valuable a prize to let go after looking months for——

The tenth of April 1844 find us lying off and on at "Massacree bay" island of Tutilla one of the Navigator groups.
It was here that eleven men were barbarously murdered who accompanied La Perouse on his expedition in 1787 this gave it the name of Massacree bay. We sent in shore three boats with a raft of casks and took off to the ship one hundred barrells of water
The natives were very friendly assisting us in rafting our casks in the water as they are excelant swimmers. We lay off did not anchor three days our boats on shore trading with the natives for pigs, breadfruits yams and tarrow, besides all kinds of tropical fruits.
the yams we got were very large some fifteen inches long weighing ten or twelve pound and were excelant the best I ever saw. from here we cruised down the equator stopping to

Strongs islands for woods, this is a small
island in Lattitude 5°.00 N. longitude 163.00 E.
the natives here are uncivilized Savages. Our
Captain went on shore and obtained permission
from the chiefs to take a what woods we
wanted by paying five fathoms of cloth for
every boat load. We did not anchor our
ship but lay off and on. Sent on shore three
boats with twenty men. in three days took
off fifteen boat loads of woods - the woods
we cut was on the west end of the island near
the shore a fine sandy beach with bold water
so we could easily load our boats. We saw many
natives who came near to watch but did not
molest us. after taking our wood off we done
some trading with them giving them cloth
tobacco and iron hoop for cocoa nuts and fruit
We cruised several months over the same
Lappan grounds as the year previous without

anything unusual occuring saw whales a number of time and took several. Jamed occasionally with Ships we mete ~~on~~ ~~the~~ On the fifteenth of October we Anchored at Pago Pago harbour, island Tutuilla one of the Samoas or Nairgators. this is a fine harbour completely land locked with water from six to ten fathoms deep surrounded by well wood-ed hills. We found an English missionary and family living here who visited our Ship and invited the crew to his house to attend religious services on Sunday which we glad-ly accepted. we found the natives very hospitable and friendly. After lying here two weeks we weighed anchor and went to sea bound on a cruise towards the coast of "Chili". When a few days out of port we saw a Sail to the leward we ran down to her She was lying with her main yard

aback; our capt boarded her and found from the ship Keeper that her boats were off to the leward and had been fast to a large Sperm Whale for severale hours. he returned on board, we could see her boat from the mast head and when near enough saw the Whale Spouting blood. It was a Sag Harbour ship from the Artic Ocean bound home with twen-ty four hundred barrells of Oil taken in one season with a large amount of bone excelent bowheaders but not good for large Sperm Whales. We sailed well to the South to get westerly winds to make our eastern course in lattitude 37°.00 South we saw two right-whales (Cow and Calf) struck and killed both the Cow a large one sunk we took the calf to the ship made about ten barrells of Oil. two days after we saw another right whale. lowered two boats and gave Chase

I asked the captain if he was not agoing to lower his boats. he saids no he hads been Sperm Whaling twenty years and was not agoing to have his heads taken off by a right whale. but I could take the boats if I wanted too, this just pleased me. we lowered away I taking the bow oarsman as boat steerer. When I got near the other boats the whale was down. When he came up he was a short distance to the leward of our boats I kept off and sailed along side of him the boat steerer struck him he settled under water for a short time, when he came up the mate struck him. we had considerable trouble to get near enough to lance him as he stood heads down with his flukes perpendicular about fifteen feet in the air fanning or thrashing about after awhile he straightened out and the mate

got a chance to lance him and he threw out of his spout holes barrells of bloods - in a short time he turned up dead ~~took him~~ the ship came to us and took him along side and cut him in. After boiling out the two cow and calf we took two days before made Eighty barrells of oil and Seven hundred pounds of bone. Saw Sperm whales only once on our cruise was so rugged did not lower the boats. Anchored at "Talcuhano" on the Coast of Chili the middle of February 1845 with Eighteen hundred barrells of Sperm and eighty of whale oil and Seven hundred pounds of bone. thirty ships of different nations mostly under the Stars and Stripes are anchored in the bay and when the sailors were on shore they made it lively. frequent fights occured as all kinds of liquor could be bought; We were in port two weeks & took on

another 57
and put to sea again headed for home,
What a pleasant sound is that word
"home" Bravely our good ship carries her
canvass and we feels that every blow and
every plunge into the sea brings us nearer
home; For days we lay our course to the S.
by the wind, Now follows a calm, Calms
do not last forever: a heavy Clouds-bank
is coming up to the northwards and we know
what it portends. a strong norther that will
drive us up to very likely around the Horn,
Such proved to be the case in this instance
and if ever Sailors were glad it was when
this brave north wind began to whistle through
our riggen. To stand on the deck of a good
strong Ship. manned by a lively crew and
sent before a roaring gale. especially when
homeward bound inspires a sence of gladness
a wild bounding indescribable joy: ~~Living~~

This wind had followed us canting to the westward untill it had driven us out of the Pacific and well down in the South Atlantic Ocean; where we reach the S. E. trade winds. The crew now commence fitting ship for home port ~~[illegible]~~, squaring all the seizings and ratlines. painting ship and tarring down; Dow decks were ~~[illegible]~~ holly stoned every day to make them white as possible. we had calms a few days on the Equator took the N. E. trades in the Latitude 1°.30. N. when in about 5.00 North the north star is seen peeping above the horizon; keeping well to the N. W. after passing Cape St. Roque we skirt the most easterly of the West Indies islands. pass Bermuda and Hatteress on good time and soon plunge into the Gulf Stream. North of the Stream though 'tis May we almost suffer with Cold

"Light ho!" is shouted from aloft. and Block Islands is right-ahead. just at day light a branch pilot steps on board and before the sun had touched the western horizon the brave old ship was at anchor in the bay. battered and scarred and weather beaten. it is true, but still to me a pleasant memory.

Writer is mate of

Ship Balaena

Sailed from home (New Bedford) nov. 10, 1845 for 3 yr. voyage to the Pacific ocean.

Passed Cape de Verde Isls.
North of Falkland "
Westward around Horn.
Cruised down coast of Chili & Peru.
Anchored at Payta May 1846, 6 months from home. Provisioned then headed for Galapagos Isls.
Anchored near Hoods Isl., looking for terrapin
Anchored at Tombez for supplies.

Mostly description of sperm & right whales killed & taken to ship.

OF THE MUSEUM

Sharon, Massachusetts
1 October 1966

(120)

Mate of Balaena

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(3rd voyage)

After remaining at home six months I ship'ped as mate of the same ship "Balaena" for a three years voyage to the Pacific Ocean, We sail'd from home the 10th of November 1845. well provisioned and manned for a long voyage. Our Captain was first officer on the previous voyage, when off the light ship we left the pilot and our friends who had accompanied us out with hands shaking good by's and three hearty cheers we shaped our course Southwards passing Romans lands. We took our anchors on the bow'unbent and stowed the chains below made things snug for the night. then chose and set watches. Next morning Mast heads were manned the Crew employed in putting ~~xxxx~~ Chafing Gear on the riggin mats, Scotchman and fitting Cutting Gear for whales. Getting the boats in readiness to lower in case any come in sight

The second night out we were in the gulf the Stream a heavy squalls came up from the N.E. with thunder and lightning. we were obliged to shorten sails in order to do so were compelled to force the green hands aloft on the yards the captain and officers following them up when on the yards ann they were of no assistance for they clung to the yard with both hands and at every flash of lightning we could see them dodge their heads. we managed to get sails in, the next day we were south of the Stream and fine weather made sails and ~~was~~ steered to the Eastward. Saw and passed the Cape de Verde islands. When in the latitude of about 5°.00 north saw and took two whales. about the place we took our first ones on our previous voyage. Crossed the Equator and took the trade winds; when in the latitude of 8°.00 South

off Pernambuco we saw a large Sperm Whale going to the lewards. It was a fine pleasant morning no sails in sight and as we had all day before us and as we thought no one to molest or take our prize. we got our breakfasts before lowering the boats in persuit as the whale was going slow to the leewards we felt quite sure of capturing him, but we were sadly disapointed we chased from Seven Oclock in the morning intills three in the afternoon, the Captain having the lead sailing and paddling the other two boats following a short distance behind. The whale was very regular being up and down, but no doubt had seen our boats for we could not approach him nearer than about fifty fathoms then he would turn flukes and be gone an hour so the day passed in chace untills three Oclock when we saw a sails to the South

Coming towards us. We did not take much notice of this for we were in the tract of merchant vessells bound in every direction but she came directly for us and when near enough to see men at her mast heads and boats on her sides we were made aware that we had their boats to contend with and sure enough down came her three boats pulling with a rush. with an experianced crew at their oars. We took our oars now as we had been sailing and padling cautiously. but to no avails for they went past us and struck the whale and had him Spouting bloods in a short time not more than a hundred yards from us. to say we felt sad; we were mad clean through. just imagine their boats were maned by crews of West India darkies the only white men in the boats were the officers and boat steerers. As soon as we got

on boards the Oldeman had our boats turned up on the cranes on the ships side and painted dark color. they were painted white and he thought the whale had run of us for the boats from the other ship which passed us and caught the whale were dark - we kept off on our course heading to the South towards "Cape Horn".

at day light in the morning just north of the Falklands Islands we saw a whaling brig it proved to be the 'Inga' Capt Cudworth they had been on shore at one of the islands and killed a lot of Wild Geese. the Captain came on board for news and papers as they were eighteen months from home. he brought us half a dozn fine fat geese which we all expected to have good feast when cooked for dinner. we were sadly disapointed for they after being cooked (they were) so tough as leather, we could not make any impression

towards masticating them although we had them cooked over again for several hours.
There are two kinds of wild geese that go to these islands to hatch their young. One go inlands and subsist on berries and grass. The other feeds on the Shores on Shellfish and Kelp. The kind Captain Cuttworth gave us were the low lands which are not eatable.
N.E. of the Falkland Islands we saw two right whales. It was blowing a stiff breeze and quite rugged sea on. At seven bells we lowered our boats and gave chace but without Succes they were very shy saw our boats and went off to windward. The boats returned to the Ship. I had not been in my berth long (it was my watch below) before they saw another right whale going very slow to the westward. All hands were called and the boats were lowered again. The

came up off our lee beam and I Squared away for him intending to strike and Sail over him as right-whales generally Settle down their backs when Struck and the boat if going quick will pass over. but my after oarsman let the sheet to the sail go and our boat landed on his flukes and he sent us flying about twenty feet in the air. when I came down I had about eight foot of the steering oar in my hand which had broken off at the stern post of the boat. our boat was badly stoven the crew clung in on to oars paddles or any thing they could reach to keep them ~~afloat~~ from being drowned. The captain and Second mate came to our assistance and finding no one hurt the captain put off after the whale which lay rolling a short distance from us. the Second mate took us in his boat and carried us to the

ship, he then went to the whale. the captain had struck him in the meantime and lost his line. the second mate struck him and the whale sounded and took his line also he had now six harpoons and seven hundred and fifty fathoms of line attatched to him. after taking the stoven boat on board I kept the ship near the whale the boats still in pursuit trying to get near enough to lance him. just as the sun was setting the captain got near enough to lance him and set him spouting blood and before dark we had him dead and along side the ship. the two boats having been from the ship nearly ten hours with crews wet and cold but they had succeded in getting the whale which was a large one we made preparation during the night for cutting and by noon the next day had him on deck. after boiling him out we

had ninety barrells of oil and seven hundred pounds of bone. We had a goods run to the westward around the Horn it being Summer time in these latitudes with about nineteen hours sun and twilight all night we took an easterly winds and carried our light sails sete untill far enough west to keep away to the northard. When in the latitude 38°.00 South off the island of Mocha the weather was foggy which lit up occasionally we saw a large lone Sperm Whale about a mile to the windwards. We lowered our boats and put off for him. the winds being light the Captain on leaving the Ship ordered the Ship Keeper to keep her hove too with the main yard aback. We pulled to the windward and when the whale came up he was near the Captains boat and he struck him. as soon as he was fast the whale went down

taking out about ninety fathoms of line
then suddenly the line was slack- and we
supposing the line had parted or the irons had
torn out pulled to the windward as whales invar-
iably ~~[illegible]~~ go in that direction when gallied
we had not pulled far away when the whale
showed himself his high head perpendicular
out of water about twenty feet. I turned our
boat around and pulled for- and struck him
he having traightened out by the time I got
to him I got a lance in him when he turned
quickly around and brought his head with
spout hole against our boat when he spouted
barrells of blood over us into the boat. We we
all completely covered with fresh hot blood which
so sickened me that I vomited and fainted and
weak left the whale for the other two boats to take
care of, after killing and taking him in tow the
fog lifted and we saw our ship- The ship keeper

not knowing we had been fast to the whale untill he saw the boats towing him towards the ship. that evening the captain looking at his chart saw a spot on it marked a bank with sixty fathoms of water over it which no doubt the whale struck when sounding which caused the line to slacken up so suddenly.

We cruised down the coast of Chili and Peru and came to anchor at port "Payta" in May 46 Six months from home having taken three Sperm and one right whale, we lay at anchor two weeks. gave the crew liberty took on board a goods supply of fresh meats sweet potatoes. onions and fruit for another cruise. From here we shaped our course for the whaling grounds about the Galli-pagos islands. on our passage there we saw a large whale. lowered our boats and gave chase, the captain struck him. The

wind was blowing fresh and the sea was quite rugged. I went along side of him ~~Duck~~ with our sails set. When my boat steerer struck him were so near that he ~~turned~~ our boat over and went down taking both of our lines five hundred fathoms and put off to the windward (hard luck this.) We saw Woods Island and went in and anchored on the north side near the land. There is no harbour here. The following day the captain and all the crew ~~except~~ except the cook, Steward, Cabin boy and myself as Ship Keepers. After searching all day they came on board at sunset without any terapin or seeing any tracts of them. I having known of Ships anchoring and finding them very pleantifully on our previous voyage. I went on shore the next day taking with me the boy about sixteen years old determined

to search and find terapin if any were on the island, as there was no fresh water on this islands we carried two bottles each slung to us. This islands is about twenty miles in circumfrance quite high, covered with wild scrubery. Cactus or prickley pears - and coarse grass. After roaming around all day without any better succes than our shipmates on the day before and our water supply being used up and the sun getting low. We gave up the hunt to return to the ship but in what direction to go for her I did not know. We had travelled about in so many directions that I had became confused. I was aware the sun set in the west and the ship lay at anchor on the north side of the island. I felt the ~~xxxxx~~ surest way to find her was for us to go west untill we came to the shore then follow it around to the north untill

we came to the ship. We found very good travelling on the shore for some distance then we came to a ledge of rocks fifty feet high which made off in the water some ways and it was impossible to go around them. We had to master our situation in some manner to turn back we could not do. So I would push the boy up the ravines between the rocks and then crawl up myself and after a hard fight succeeded in finding the sandy shore on the other side nearly used up. We travelled on and at five o'clock in the morning found our ship. the cook was just going into his galley with a light when I hailed the ship. All hands were called and a boat was sent in shore for us. Our Captain thinking we might come to the ship during the night had sent on shore a keg of water and some food for us but we did not see it. The next day we took our anchor

and put to sea cruising for whales once more, we cruised around these islands saw whales and took about four hundred barells of oil this cruise. Our water getting short we put away for Fombey (in latitude 3,00 South) for a fresh supply. There is no harbour, but an open roadstead and when the moon is large a fearful surf rolls on the bar across the river. Musquit-oes and flies abounds and are more persistant and anoying than insurance agents or lightning rode men. Sweet potatoes. Bananers. Oranges. Limes and nearly alls the tropical fruits and vegetables are here found in perfection. to obtain water we sent a raft of cask about one hundred and fifty barells up the river about two miles there is a strong current running down so we can tow it out very easily. This is a beautiful stream shaded by trees overhanging and meeting from each side and

forming an arch. Alligators were seen on the banks of the river asleep in the hot sun some of them would measure twelve or fifteen feet. We had liberty one day each watch ~~at~~ and as there were only a few houses on the point. several of our men decided to go to the town which was situated about six miles ~~back~~ from the shore we were obliged to ride our horses as there were no carriages or roads only paths along the banks of the river We had no trouble in getting them and when mounted ready to start we asked for a guide. We were told to let our horse have loose reigns and he would take us to town so off we started about a dozn sailors for a scrub race. I dropped the reins over the pummell and hung on to it with both hands. held my heads down close to the neck of my horse to keep from having it brushed off by the limbs of trees which just cleared them

and in a short time we arrived at a dull dingy old town with narrow streets and houses looked as though they were built shortly after the floods, we saw very few people on the streets. a few small stores and grog shops where Aguadente the liquor of the country could be bought. after strolling about this dull town for several hours we mounted our racers and were soon back to our boats which were in readiness to take us off to our ship again tired and hungry. After taking on boards water and a good supply of potatoes and fruits we sailed away for our old cruising Grounds again. One day whilst at the mast head it was nearly calm the weather was hazy. I saw off our starboard quarter something making a very small spout about a mile and half from the ship could see no black skin only occasionally a puff or spout, the Captain

came up aloft with his Spy glass and looked at it; could not make out sure what he saw but thought it might be black fish. he sent ~~xxx~~ two boats to see what was there I saw when near enough that there were two large sperm whales apparantly asleep for they were lying perfectly still on the water with only the tips ends of their heads with spout hole out of the water, I pulled around and got in behind of them went along side and when my boatsteerer planted two irons in his side he breeched half his lenght out of water. the other one put off to the windward. the captain from the ship saw what we were after and he lowered his boat and gave chase following the second mate but without success. we took our prize to the ship which proved to be a forty barrell bull whale
I have often wondered when if ever a whale

slept. In all my experiances whenever I have seen whales they we always on the moove. but I am quite well convinced these two whales were dozing if not asleep. A few days after this we saw late in the day a schools of whales going to the windward lowered our boats and gave chase they were going verry fast and we had a long pull. I having a strong crew and a fast boat were quite a distance a head and near the whales. just before sunset the whales changed their course went off in the sun ~~Glare~~ Glare and the boats lost sun of us and went on board the ship at this time being ten miles to leward when I struck a large cow I jumped in the heads of the boats and lanced her the lance struck a bone and I could not hand it out. the whale went down and before I could cut the lance warp which was fast to the boat

it pulled the boat down and filled it full to our thwarts before it parted. we bailed our boat out and killed the whale took him in tow for the ship a long distance to the leward and it now being quite dark. we lit our lantern and set it on our mast and towed away for the ship we could see her signall lights at the mast heads. the captain making short tacks. when he saw our light two boats were sent to us they supposing we had struck a whale and got stoven as we came so slow. we were glad to have their assistance in towing and when near enough to be heard on the ship we gave three cheers which was a great relief to those on board as they were anxious to know we were all safe and more than surprised on knowing we had a whale in to instead of a stoven boat we got

to the ship about midnight.
The captain although pleased to have the whale gave me quite a severe reprimand for taking such a risk. and cautioned me not to fasten to a whale after sun sets especially when alone -

Ship BALAENA begins (pg. 6)

Anchored at Callao, March 1846, 6 months from port. Obtained water at Juan Fernandez. Anchored at Coquimba, Peru.

Attacked by mountain bandits when returning to Callao from Lima. Smallpox on board, seven days from Callao. Anchored at Payta and took sick crew members on shore. Ship quarantined for 3 weeks, and fumigated.

Having been sick 2 months due to a cold I got when at Juan Fernandez, I decided to leave ship and return home. Took passage on an English steamer to Panama, crossed the Isthmus on donkeys to Gorgona, thence via canoes down Shagres River (30 miles) to Shagres.

Then on board an English mail steamer to Havana, thence to Portland, Maine, arriving there July 3rd. (year not shown)

TO THE DIRECTORSHIP

OF THE MUSEUM

Sharon, Massachusetts
1 October 1966

Our Steward was a Southern mulatto he was an excelant Steward but had bad temper which caused trouble at times he was a good man in the boat when after whales. When any of the men were sick or unable to go in their boats he would volunteer to take their place.

One day a large lone whale came up near the ship. two boats were lowered for him, it was agreed between us that I should go and strike the whale as the second mates boat steerer had missed a whale a short time before. As one of my men was sick and unable to go in the boat I ordered the Steward to go in his place he refused to go saying he did not ship to go in the boats. As I had no time to talk with him as the second mates had got away from the ship. I took one of the ship

keepers with me, by this time the second mate had got so near the whale he was obliged to go to him or he would see his boat and Galley him, ~~he~~ he sailed along side and the boat steerer missed him and away went our Shoulds have been prize to the windward, went alongs side the ship and took our boats up. After bracing forward the main yards and putting all sails on the Ship the captain called the steward he was sitting on the windlass forwards, he did not come, so the captain ordered me to bring him aft. I went for him and as I laid hold of his arm he took a knife from his pocket. the third mate was at hand and seized him we took his knife away and took him aft to the captain who put him in irons who threatend to poison or murder us when he had an opportunity. We

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confined him in the run and fed him on bread and water for several days. Where he had time to reflect on his past conduct. He sent for the captain who had not been to him during his imprisonment and promised to behave himself and obey his orders and the officers in future so he was allowed to go to his duties. When we went in port two months after he was taken on shore before the consuls and discharged from the ship.

We being now six months from port and our supply of water getting short we stood to the southard to get out of the trade winds, we cruised to the eastward. Saw the island Juan Fernandez the next morning sent the second mate and two boats with a raft of casks for water the ship did not anchor but lay off and on before noon they returned saying it was to rough to get off

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the rafts as a heavy surf was running on the shore. After getting our dinner I with three boats went in for the rafts and after hard work swimming the cask off through the surf and rafting them we succeded in getting it off to the ship by night. After hoisting it in we shaped our course for "Coquimbo" on the coast of Peru where we came to anchor and lay four days. painted ship out side and had one day liberty on shore. We left here and cruised on the Callao ground a month without seeing any whales. We had a small cannon. Six pounder on board which was used as a signal gun when needed. We hauled it out in the waist to clean and paint a cartridge was made which was put in and discharged to clean it inside it made quite a loud report. Soon after "Sail ho" was sang out from the

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mast heads. "Whare away" asked our Captain on our weather beam Sir" The weather was misty and we could not see a vessell very far, it was not a great while before we saw a large Ship with a clouds of Canvass Spread steering directly for us and when near enough saw the Stars and Stripes at her peak. We hoisted our ensign she ran across our Stern as we lay aback and hailed us. U.S Frigate Congress. Comodore Clackson asking whare from and whare bound and if we had seen any mexican vessells as at this time war was declared between our nation and mexico, after hailing us she rounded too under our lea took in her Studding sails. Royalls and hauled up her courses. Openede her ports, ran out her guns and went through a drill to exercise her crew the same as if they had met with an ~~enemy~~ enemy then she kept off on her course

for Callao with all sail set again in a short time - just before dark we heard the booming of heavy guns which probably was the U.S. Frigate Congress saluting the forts at Callao. about thirty miles distance from us. From Callao she went to the Sandwich islands and left some ladies as teachers. from thare she sailed for San Francisco Cal. Whare she took posession and hoisted the american colors for the United States March 1846 finds the "Balaena" at anchor at "Callao" this is an olde Spanish town the seeport of "Lima" the capitate of Peru. A large number of vessells lay at anchor man of war, Merchantmen and Whalers. The next day after our arrival in company with several Officers of Ships in the harbour I rode to Lima in a large stage coach drawn by four large mules

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the road were sandy and frequently our wheels would cut into it to the hub. and we would get out and put our shoulders to the wheels to get them out.

Lima is a large Old city with wide clean streets fine churches and buildings large stores and seemed to be a busy city

The ladies on the streets wore no heads covering except a silk or lace shall over their heads coveing their face completly except one eye; we could not tell a white or black woman when we met them on the street; After looking around the city and having dinner at a large hotel we returned to Callao. ~~The Lima~~ The city of Lima is situated eight miles inland from Callao.

There were nine men inside and two on the outside of the coach with and the diver when we returned. Our diver was

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a large Peruvian Indian something over six foot tall and he had a whip that he could reach the heads of his leaders. horses When we were about half way between the cities we were attacted by a band of mountaineers who infest this country and frequently rob and often murder travelers between these cities there were six of them. two attempted to stop our coach by seizing holds of our leaders horses and the other four caught holds of the wheels. the diver seeing our situation cut the men who had holds of the horses with his long whip about their heads. and when the passangers saw they were in danger jimped out. some of them had their revolvers and after fireing a shot or two the robbers seeing they were out numbered ran across the fields we chased and caught one of them took him to the coach and tied

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him securely put him on the coach and started for Callao. When about two miles from the city we were met by a Squad of mounted police who took our prisoner in their charge. The authorities in the city thinking something had delayed us on the road had sent them to our relief. Whilst at anchor our captain Sold several ~~boxes~~ boxes of tobacco to parties who were to smuggle it on shore. It was taken out of the wooden cases and wrapped in canvass this was done in case it was seized by the custom officer they could not know what vessells it came from. After being in port two weeks having had liberty on shore and taken on board a fresh supply of provisions we sailed away to look for whales. When we were about a week from port I noticed one of our men sitting

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in the sun on the weather end of the windlass he looked sade with his heade down caste. I went and asked him howe he felt he said he was sick his heade pained him and his throat was very sore. I look at his throat saw it was very much inflamed. in an instant I was impressed that this poor fellow hade that dreaded disease the small pox although I hade not heard of its being prevalant at callao at the time were there but I felt this presentiment I went aft and told the captain I feared this man had the small pox he did not think so. Said the man hade been drinking poor liquor and probably slept outdoors when in port and hade taken cold. That afternoon we saw a sail aheade Standing towards us. She was passing us about a mile to the windward we hauled our main Yard

aback hoisted our signals at the peak to call her down to us. She wore around and set her ensign at her peak. I was sent to her to ask the captain to come on board. Whare are you from he asked. I told him we were seven days from Callao. have you any sickness on board. I told him we had one man sick with a bad cold. he saide to me when you return to your ship tell the captain that he has no doubt a case of small pox on board, for two days before he left Chatham island whare two ships were at anchor with a number of their men on shore sick with that fearful disease that were in port at the time we were. As soon as I returned to our ship and reported the captain had the main hatchway cleaned out whitewashed and a birth made and our sick man taken there we tacked ship and stood to the eastward

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for Payta the poor fellow died before reaching port and was buried in the deep blue sea. the ships head way was stopped and the burial service read to the crew who with bowed heads and sorrowful hearts launched their shipmate over the ships side after lying aback awhile we braced forward the yards and went on our course leaving our shipmate to rest untill the sea shall give up the dead. We were six days in reaching port and two new cases broke out on board the second mate and one man forward. We anchored at Payta about six P.M after a hard days work for we fell to leward of the port and had been all day beating up to the anchorage. As soon as we were at anchor the harbour master and doctor came on board besides quite a number of boats to trade. our Captain asked the doctor into the

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Cabin and made Known to him that we had the dreaded disease on board if posible we did not want to moove our Ship to the quarentine ground untill morning as our sails were furled and the crew tired and needed rest. he called for paper pen and ink. wrote a note and dipped it in vinegar which he sent on Shore. It was soon known about deck we had the disease on board and our decks were soon cleared of all visitors. Anchor watch was set and all below were quietly sleeping except those caring for the sick when about ten Oclock a boat came along side with an officer who ordered us to heave up our anchor and go to the quarentine Grounds about five miles to the leward. All hands were called sails loosed. and Anchor hove up

and we sailed to our anchorage about a mile from the shore abreast of a house near the shore where we took our sick ones in the morning. My boat steerer had became sick and now we had three on the sick list. The following morning the sick men were taken on shore and made as comfortable as possible. food being cooked on board and carried to them. My boat steerer was a young man although quite sick could be seen on the beach with his gun and dog which he took from the ship with him. Guard boats were rowing around us nights and a watch from shore days to prevent any one coming on board. The ship "Coral" Capt. Capt Seabury of New Bedford came in port six months from home. Captain Seabury had letters and papers for us and

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learning we were short of fire woods
asked de permission from the authorities
to bring us wood and our mails which was
granted providing none of his crew left
the boats that came to us they could come
along side and throw the woods on deck
and then leave, we had large cabin win-
dows in the stern of our ship and ~~as~~
~~Captain~~ Seeby when the boats were passing them
Captain Seeby came in one to the cabin
it was a happy meeting to meet any one
so late from home especially an old neigh-
bour, After Spending an hour or more his boats
came under the stern and took him in.
We lay at quarentine three weeks burried
one man on shore and as no new cases came
amongst our crew and those who were sick
gaining. We had permission to Anchor off the
town after having our ship fumegated every

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things that the sick ones had worn and bedding sank in the sea.

Having been sick for the past two months having taken a severe cold when at "Juan Fernandez" I decided to leave the ship and return home. I took passage on an English Steamer to Panama after remaining there two days in company with thirty others some ladies crossed the isthmus on donkeys the distance about thirty miles. We started at four O.clock in the morning it commenced raining. After keeping company several miles traveling very slow. I with a number of Sailors of our party thought we would try to make better time so with our umberillas which we taken with us punched our donkeys in the side and they trotted on at quite a rapid space untill they came to an Olde indians hut. here they stopped and

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we could could not make them move on farther we pulled on their bridles coaxed and beat to no avail after waiting two hours the party came along and by tying them to another we got under way again. we arrived at Gorgona at six Oclock that night wet and hungry. got quarters in an indians house had some supper. took off our outside garments to be dried as our luggage had not arrived. in the morning our clothes were brot to us full of smoke smelling as though they had been put in a smoke house and dried. the woman had made a wood fire in her cook house and hung them over it to dry. after being in the air a short time we did not mind it they were more comfortable than being wet. At six Oclock in the morning we sailed in canoes

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down the Shagres river the current ran so swift that it only required one indian guide to use his paddle to steer it. This is a beautiful stream thirty miles long shaded by branches of overhanging trees which protected us from the excessive heat of the sun. We arived at Shagres in the evening and put up at the hotel for the night went on board an english mail steamer in the morning which was in waiting for passengers, left here for ~~La~~ Lamaca. The fiist day out after dinner whilst walking the promenade deck aft the fiist officer came and requested me to walked forward of the smoke stack. I asked why. he said as I was a steerage passenger I would not be allowed the privaledge of promenade deck. I told him I had paid for a fiist class cabin passage and I inlended to remain aft. he left and in a short

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time came with the Captain and made
all the apologies posible begged my pardon
in true english style. I told them it was
only a mistake. no doubt they judge me
by my dress. I had no dress suite to go to
the table in. but was dressed in a blue
suit with a round about Jacket which
officers of Ships usually wore. this joke as I
took it was quite expensive before we got
Jamaca for the next day at the dinner
table the Captain to make amends for his
mistake requested me to take a seat near
him at the head of the table which I
declined to do pefering a seat at the lower
end away from ladies. but at each dinner
he wanted the pleasure of taking a glass
of wine with me. which cost me the price
of a bottle every day as you never see it
the second day but are obliged to call for

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a fresh one. We lay two days at "Jamaca took in coal mail and passengers and left for "Havana" on arriving here as I did not intend to remain longer than time to secure a passage to the United States the Captain kindly offered me piviledge to remain on the steamer untill I secured a passage which I did the next day on board a vessell bounde to Portland which sailed the next day. The Captain and mate were brothers quite olde men had been in the west india trade for twenty five years but were no navigators always sailed their vessell by dead reckoning, when sailing out the harbour off Mora Castle I told the captain I would like to keep runn of the vessell on her passage home, he said he had on board a chronometer and Quadrant but never used them which I could make use off; so he hauled

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out from a locker under his berth an
Olde quadrant with out any case, and in the
bottom of his sea chest a Chronometor.
On examining the quadrant I found it
to be out Several miles, and with my knife
were loosening some of the screws to adjust
it. the Captain seeing me said I had better
not but when we arrived at Portland he
would have it fixed. So we worked our
passage home we had moderate weather
with light head winds a greater part of the
way drifted in the Gulf stream untill off
Hatterass. the Captain on coming on deck
in the morning would look over her side at
the water then take a good snuff of the
air and tack Ship if out of the stream.
he had made these passages so many times
he knew well when we in or out of the
streame after leaving Hatterass he steered to the

East untills we got in the rips off Nan-
-tucket shoals, then to the north, we made
the hills on the coast of Maine which he
knew for he was familiar with every land
mark from Florida to Main. We arrived at
Portland July thuid. If he had been a naviga
-tor we could shortened our passage one week
at least

Bark HOPE (4th voyage) C. H. Robbins, Master

(Starbuck shows sailed Aug. 17, 1850 from New Bedford

Sailed Oct. 10, 1850 bound for Indian Ocean for a 30 month voyage. (Starbuck shows Aug. 17)

Cruised off Islands of Madagascar, Ceylon and Mahee Banks. Landed 95 bbls. of oil at Fayal to be shipped home.

At Tristan de Acunha Dec. 1850
Around Cape of Good Hope
Cruised off Forte Daulphin, Madagascar several months.
Cruised near Roderique Island
" around Mahee Banks
At Bird Island got over 2 bbls. of eggs of various sizes.
Anchored at Praslin, Seychelles Islands.

Four miles from Praslin is Island of Syracuse for lepers.

Passed 90 miles to west of Ceylon, the hottest part of the ocean - heat was so intense, had to wet down our deck several times a day, to prevent the pitch from melting in the seams. The men at the mast head had canopies spread to protect them from the hot sun.

At Port of Mahee, Seychelles Islands Around Cape of Good Hope and anchored at Cape Town for a few days, then sailed homeward, touching at St. Helena for mail.

Arrived home in May, 1852. ((Starbuck shows arriving May 7, 1853) (1853 must be correct as 30 month voyage is indicated)

Bark Hope 4th Voyage

To give our readers who may not be familiar with a seamans life; some ideas of its vicissitudes, I insert the following sketches of adventures. The whaling business is peculiarly an ocean life. the sea, to mariners Generally; is but a highway over which they travel to foreign markets; but to the whaler it is his field of labour, it is the home of his business. The ~~New Bedford~~ whaleman, when with his family; is but a visitor there. He touches at foreign ports merely to procure recruits to enable him to prosecute his voyage; he touches at home merely long enough to prepare for a new voyage; He is in the bosom of his family weeks, on the bosom of the ocean years. His youth, and strength, and best manhoods, are all devoted to a life of tedious ~~[illegible]~~ labour and great peril.

His boyhood anticipates such a life, and aspires after its highest responsibilities, his age delights in recounting its incidents; we read, and sometimes perhaps, dwell with delight on the daring exploits of those whom the world calls heroes; and in proportion to the victims sacrificed on the altar of ambition, we attribute glory and honor to the victor. ~~Alas; what is bloodshed but murder; what are the pretences of war but words; what its dire effects but cold blooded, unmeasured butchery.~~ For deeds of true valor done without brutal excitement, but in honest and lawful pursuit of means of livelihood, we may safely point to a life of a whaleman and dare the whole world to produce a parallel. The widow and orphan mourn not over his success, oppression and tyranny follow not in his paths.

It is very difficult to give a correct idea of the method of taking a Whale, to persons entirely unacquainted with the business. As soon as the whale is discovered by the men at the mast heads. The first enquiry from deck is, "in what direction?" That answered, the sails are trimmed according to the distance, and the ship made to head as directly for the object as possible. It is not desireable to approach whale nearer than about one mile, when about that distance, the ship is stopped, and the boats are lowered into the water. If the whale is down, each boat takes the station where the officer commanding her believes the whale will come up. A large Sperm Whale remains under water from forty five minutes to an hour and fifteen minutes. The usual

rate of going, when undisturbed, is about two miles an hour. Being satisfied which way the whale was headed, when it went down, each one exercises his judgment as to where he thinks it will come up. There they anxiously wait; when it does appear, the nearest boat pulls on (the other boats take a position near by) and strikes as soon as possible which is done by the boatsteerer in the head of the boat, who darts the harpoons into the whale. Then the Officer in charge of the boat changes end with the boatsteerer and kills the the whale. These harpoons, or as we term them, whale irons, are attached to a line of 300 fathoms, coiled in a tub. The effects is produced by the harpoons are various. Sometimes it penetrates a vital part and kills the whale in a few minutes

this however is not often the case. The irons are not so much intended to kill the whale as to fasten to her. A more proper instrument called lance, is used to dispatch the whale, its head is diamond shaped about three inches wide and four long, the shank is from five to six feet long with a socket, in which is a pole about eight foot. It is easily darted six or eight fathoms. It has a line or warp attached to it, by which it can be drawn back after being thrown. But it is better not to dart but to go to the whales side, and with your hand set the lance to the whales life, and the work is done. Sometimes imediately after the whale is struck, it stops, being severely hurt, and rolls, thrashes, and tumbles about at great rate, making the water fly in all directions. It is best to keep close to

the suds, but not quite in it, and when she straightens out on the water after her paroxysm, it is a good time to pull up and lance and kill him. Sometimes on being struck they sound with great rapidity, taking three, or four, or even five hundred fathoms of line, If another boat is near by, and the line is likely to run out from the first boat, it is knotted to the second, and sometimes to the third, making in all nine hundred fathoms in one continuous string. We do not think whales decend to that depth; considerable time is taken out when they are coming up. When the whale is dead, it is taken to the ship. which keeps a proper distance during the action. It may be interesting to those who are not acquainted with the business to give a brief account of cutting in and boiling out a Whale

The work of taking off the blubber. that part from which the oil is extracted. This is done by putting heavy tackles at the lower main mast heads. An aperture near the fin is made in the blubber, sufficiently large to admit a large hook. which is attached to the winding tackles before mentioned and the purchase is brought to the windlass. This is what is called raising the piece. After cutting what

is necessary upon the head, as the men heave at the windlass. the bluber is peeled or seperated from the body or carcass by sharp instruments called spades, made for the purpose. When blanket-piece as it is called is hove up to the mast heade, another hole is made, and the shap of the other tackle is put through the hole togilled and hove tight and the piece above cut off lowered into the ships holds between decks. this piece is about twenty feet long and five in width. The second tackle now having a piece is hove untill that is at the mast-head and is relieved. Thus the whale is kept rolling untill it is rolled out of its jacket, just as a person would haule a piece of tape from a cane if it was wound around it spirally from end to end. After the whale is once turned around

the head is separated from the body and taken on board according to convenience; it generally produces about one-third of the oil taken from the whale, which is much more valuable than that taken from the ~~body~~ blubber of the body as most of the Spermaceti used in making candles comes from it.

After the blubber is hoisted on boards, the ships company imediately procede to boil it out, while it is sweet. Before sailing there is built on deck a solid substantial brick work called caboose, with a water course beneath it. in which are two ~~pots~~ sets holding from 140 to 200 Gallons each for the purpose of trying out the oil. The blubber now in the ships hold called blanket pieces is cut into smaller pieces about six inches wide and two foot long called horse pieces. ~~it is then~~

It is then minced by a tool shaped something like a Scythe with a handle on each end. it is now prepared for the pot. After the oil is tried out from the blubber it is put into a large copper cooler and thence into casks. When the oil is as cool as the climate will make it, the cask having drunk considerably, are coopered again and put away in the hold. not to be removed again untill the termination of the voyage. The different Species of whales nurse their young as cows do their calves. The age, at which the young are weaned is probably about a year. whales have no means of carrying their young to preserve (protect) them from danger. When attacted by killers a Speci's of whale not larger than a Sperm whale two months old, they stop entirely and lay like logs on the water; then the calves collect between the cows

[illegible] Sperm whales migrate

and run their heads far out of the water as they can. When whales are frightened they go fast as their calves can swim and no faster, Cows and calves associate togather very freely. ~~There is a marked~~ difference in the Spouting of different Species of whales. A Sperm whales has but one Spout hole. and throws the Spout forwards at an elevation of about 45 degrees. it is much thicker and does not go high as most other whales. A right Whale, has two Spout holes very close together about 18 feet from the ~~nose~~ the end of his heade and consequently much nearer the lungs. the Spout is thrown nearly perpendicular, widening as it ~~goes~~. Some whales are more vicious than others. It rarely occurs, that they show a disposition to act on the defensive, No rules can be given for the management of

a whale which shows a disposition to attact a boat. All must be left to the judgement and courage of the Officer. The sagasity of a Sperm whale is in no way so remarkably manifested as the instantaneous knowledge they posess when one of their number is Struck and wounded. At a distance of two or three miles or even four apart. Whether they receive this knowledge by sight or sound we shall not pretend to say. When a whale is Struck, others around and feeding undisturbed, sometimes instantly, as with one accord make the best of their way towards the wounded whale which gives the boats thats are disengaged a fine opportunity to fasten. At other times they will collect in a body, and go in a contrary direction as fast as possible, to all appearance much frightened. Sperm Whales migrate

few and wide. Ships cruise on the Coast of Chili and Peru from ten to one hundred leagues from the land. It is often observed that both the in and off shore vessells are sometimes doing nothing, at other times all are engaged. Where whales are in the interim none can tell. Instances can be cited of whales having been struck, and making their escape in the Attantic Ocean, being afterwards taken in the Pacific with the heads of the harpoons in them bearing the marks of the ships known to have been cruising to the eastward of Cape Horn. Whales are not easily driven away from their feeding ground by Ships. Ships passing the cape of good Hope, Vandiemans land and Cape Horn. frequently see Whales making their passage, from one Ocean to another.

Whalemen have discovered many islands, reefs and shoals, which navigators sent out by the Government expressly for exploring purposes, had passed unseen. The Captains and Officers are Generally Good navigators. and now no part of the navigable ocean has been left unexplored; every sea has been visited and revisited; and the most remote parts have become familiar to our navigators the whalemen.

I followed the sea 41 years, during this period I was master of a ship 28 years, from the time I commenced going to sea, till I quitted the business, I was at home only about 6 years, At the rate of 4 miles an hour, I have sailed more than 1,216,000 miles. I have visited more than 50 islands, in the Atlantic Pacific and Indian Oceans and had communication with the inhabitants of most of them. I have assisted in taking about 12,000 barrells of Oil.

On the 10th of October 1850 I sailed as master of the bark Hope, bound to the Indian Ocean, fitted for a thirty months voyage. We cruised off the Islands of Madagascar, Ceylon, and Nahee banks. We experienced strong gales and rugged weather for three weeks after leaving home, when near Flores, one of the western islands we saw and captured our first whale, he was a big fellow. It was five o'clock in the afternoon when the man at the main mast heade sang out "there she blows" a sperm whale, right ahead four miles off. I went aloft and with my glass, saw the whale spouting away in the horizon as the day was short, only about one hour before sunset, I did not have much hope of catching him, as he would probably be down under water an hour, when he came up, he was off our starboard beam a half a mile from the

ship. We lowered two boats, selecting the best men to go in them. they got within a short distance of him when he turned flukes and went down the two boats now being about two miles from the ship and the sun had set, then we saw another large fellow about a half a mile to windward coming directly for the ship. I lowered away the Starboard and boat and put off for him with a green boats crew, took him head and head and as he passed the boat within ten feet my boat steerer plunged two irons in him, he made the water fly with his large flukes and stove our boat, settled under water for a short time. we took our shirts off and pressed them in the place stoven in the boat, Soon he came up with another large whale beside him and both lay quietly on the water. It now being quite dark and I could not see which one

our boats was fast to until we hauled in our line which led to him, I hauled up and set a lance in him several times and soon had him turned up. By this time the other boats got to us and the ship being near by soon had him in the fluke chain along side ~~of her~~. If we could have had day light no doubt we could have taken both whales. The next morning we commenced cutting in and by night had him in except part of the head about fifteen barells which we lost by the head chain parting. After boiling him out we put away for Fayall and landed ninety five barrells of Oil to be shipped home. Fayal, is one of the Azores, or Western islands situated in latitude 39°. 22" N, longitude 31°. 12" west. belonging to the Kingdom of Portugal. it has no good harbour, It is fregented by whalers who touch here to ship

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oil to the home ports and obtain recruits, such as potatoes, Onions, fowls, eggs, and fruits which grow here in abundance, and very cheap, and easily obtained.
Tobacco is contraband, and the Custom Officers are very rigid in regards any being brought on shore, If a ship anchors at any of these islands an officer is put on board to remain as long as the vessells is in port, and all tobacco is taken from her and landed at the custom house where it remains untill the leaves port. then it is put on board by the custom officials. When boats from ships touching at these islands ~~tobacco~~ when the crews come on shore they are searched and if any tobacco is found on them it is taken except a small piece to use whilst on shore, and when they leave it is supposed to be given back to them again. We had brot from home an Officer

brought

who had agreed to go second mate of a ship which was to sail in a month after we left home. He was a native of Pico, one of these islands, and about seven miles from Fayal. Whilst we were landing our Oil for shipment he took a boat and went and made arrangement for boats to come off to the ship during the night and take out of her soap, tobacco, cotton goods, and other articles which he had brought with him in the ship. When he returned he said he had made arrangement for boats to be along side between two and three Oclock during the night. We stood over towards Pico, and lay aback. the guard boat which ~~was~~ is out patrolling during the night pulled around us several times and then went away in shore, At the time stated the boats came along side, our lights were put out and the goods were put into

the boats in a hurry, away they went for Pico, and I bade him goode by, and success in landing his goods, I learnt later that they landed all right and dug holes in the ground above high water and buried his treasures without being molested and when his men separated he paide them for their work and gave them each a plug of tobacco. which was the cause of his loosing all of his hard earned treasures. These men went to town which was three miles from the place where the goods were buried, and exposed the tobacco which they had. As it was unusual for men to have tobacco in such quantity that the officers made an investigation and found where they obtained it, gave the whole thing away, they found the spot and seized his goods which he ~~lost~~ buried was imprisoned for a number of years for smuggling.

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we sailed away from these islands bound around the cape, saw and passed St Antonies one of the Cape de Verd. islands, when in the latitude of five degrees 5°.00' north we saw a school of Sperm whales and took three making seventy five barrells. this is the third voyage in succession I have seen and taken whales in this vicinity, we cruised about here for several days but saw no more and put away steering to the southard. It was the last part of December that we saw the island of Tristan, de, Acunha, in latitude 37°.00" south and longitude 12°.16" west.

Tristan de Acunha, named after a Portaguese discoverer in 1506. is the most northern of a group of three islands, nearly seven miles in diameter and nearly circular, with a volcanic cove, in the center of which is a fresh

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water lake that never fruezes. Precipetous cliffs from 1000 to 2.000 feet high Lower from the very waters edge, except on the northern side thare is hardly any inlets. on the north west thare is an irregular plain 1000 feet above the sea two and a half miles long by one-half mile wide, which is habitable, On this spot is built 12 or 15, low stone houses, white-washed on the out side which gives them a very neat appearance to vessells passing the island. When I landed thare on a previous voyage in ~~Jaman~~ ~~Glass, was living~~ 1847 thare were nine families of which, William Glass a Sturdy old scotchman who had been in the British navy was Governer, teacher and minister. He died in 1850 leaving quite a large family. His sons as they grew old enough went away on whales some became captains and sailed from New-London his daughters went to the cape and

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maried thare, except one. In 1850 the ship Phoenix of New London Capt Higgins touched here for supplies. She being a long time from home with poor succes in taking Oil. Abandoned the voyage and sent the ship home in charge of his mate. He maried Govenor Glass daughter and filled his place as govenor.
Whales stop at this island frequently and obtain supplies of Potatoes, Beef. Fowls and Eggs. in exchang for flour, bread, tea. Sugar, cloth, tobacco. The women and children cultivate the lands doing most of the labour. On my going on shore late in the day I bargained for seventy five bushells of potatoes which was ready to be delivered the next day; They were brought to town in ~~[illegible]~~ carts drawn by Oxen. in charge of seven strong robust women the daughters of an old man of Warsman named Peter. he called them his boys he had no

sons in his family. Late in the afternoon we were taking off our supplies to the ship, the winds died out to a calm, the ocean swell being quite strong came near sending our bark on the rocky shore, three boats were sent with lines ahead to tow her out, but could only stem the current, a ship being in sight the whaler, I set my colors for assistance, she sent three boats to our relief, and we succeded in towing her off from the lands untill we got a breeze which took us away.

I touched at the island several times since the last time was in 1876 there were then about ninety persons on the islands.

Two days after leaving Tristan we Experianced a heavy S.E. gale which lasted two days, the sailors caught a number of Albatross, which with the speckled haglits and mother carys. Chickens are very numerous. The Albatross is

largest bird that flies over the Ocean, they look much like Geese but much larger, measuring some of them eight feet from tip ends of wings when spread, they are a fine looking bird when soaring around the ship which they will follow for days when hove too in a gale or calm will sit on the water. The sailors catch them with a fish line with a large cod hook at the end with a piece of salt pork which they will pick up, sometimes they are killed and cooked with onions and potatoes into a sea pie, but are rather strong or fishy.
After lying too for two days the wind veered to the S.W. we had a fine gale which carried us around the Cape of Good Hope under close reefed top sails & fore sail we scuds our little bark before it, the sea running very high and the vessell rolling very deep frequently the large sea would tumble in her waist and flood our decks

the only dry spot was the quarter deck and forecastle. I think off Cape of Good Hope the ocean swells run higher and the sea rougher than any other parts of the oceans I ever were in. When down in between the long rolling swell we could not see the tops of a ships mast a mile from us. On one of my voyages homeward from the indian ocean when lying too in a gale the wind changed which brot us in the trough of the sea and we were obliged to ware ship to keep our decks from being swept of every thing and loosing our boats, when the wheel was put up and she had gathered headway a large rolling swell caught her and rolled us over on her beam ends and there we lay apparantly undecided which way to go. finally ~~after~~ after an anxious suspense of a short time

to him, we found it to be a large sick sperm whale we soon stuck and killed him and towed him to the ship, took in the heade and bluber and let the carcass go, We afterwards learnt that we hade let a valuable prize go, this whale no doubt hade severale thousand dollars worths of ambergrese in his carcass, as I hade never seen any taken from whales, did not look for it, from information I obtained from other ships I met I learnt that we hade lost a valuable prize, Our next cruising grounds were in the vacinaty of the Maree Banks, Lattitude from 3°.20' ~~South~~ to 5°.30' South, Longitude 54°.40' to 56°.59' E; there is severale islands situated near the center of these banks inhabited and to which ships anchor for supplies. Maree and Orasin being the largest, they are quite

A stranger to the business may ask, what these monsters of the deep live upon to grow to such an enormous size? The Sperm whale live on squid a jelley fish which grow very large and are deep down under the surface of the water. They having teeth can masticate their foods. The right whale having no teeth live on a small animals of the fish kinds, not larger than a spider which it resembles somewhat in shape; the color is of a reddish caste. It is called brett, and is frequently seen on the surface of the water in such quantities as to make a reddish appearance of several acres. These the whales take in their mouths in large quantities. and the slabs of bone serve as strainers to discharge the water and retain the foods. This brett is sometimes in rows,

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a mile long and a half a mile wide,
a whale will commence at one end
with his broads lips thrown out on each
side and his head high out of the water
so as to form a scoop. sometimes with his
flukes out to and go with a rush taking
in the whole row. When feeding they spout
very strong and high. making a loud
noise. it is impossible to strike them
When feeding

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high, can be seen in clear weather 30 to 35 miles. on the northern edge of the bank are two small islands, Denis and Bird islands. The inhabitants Speak the french language. the islands at one time belong to the french government but now to the english, Denis island being situated near the edge of the bank that whales visit frequently for Pigs, fowl, and fruits. Bird island is also near the north west part. this is a sand bank about twelve feet high a mile long and a half a mile wide. All kind of sea birds come to this island to lay their eggs. As we approach the island from sea we could see from our deck a cloud of birds hovering over it before we see the land. In thick or stormy weather we can always tell in what direction the island lays when ten or fifteen miles off by the direction the birds are going

On the north ends of this small sandy
islands the highest part not more than
fifteen feet above the Ocean, where the
~~xxxxxxx~~ stillness of this lonely spot is
only broken by the heavy rolling surf
dashes on its shores. Are founde the
graves of Several Sailors who have
died ande buried here from Whaleships
cruising aroundе these banks for whales
As I stood alone near them my thought
took me away to some far distant home
there seated a dear mother waiting
ande watching months or yeas for her
long absent Son. Or perhaps a dear
wife and Children, waiting ande watching
for the return home of a dear husband
ande father, who when he left home was in
hopes to return again, Alas we part with
our friends often expecting to meet again and
are sadly disapointed

Whilst cruising for whales here, and near Birds islands, we would lower our boats and go on shore for eggs, which we found in great numbers, the white sandy shore quite wide, and a mile long would be covered, in an hour we picked up over two barrells of different sizes. Some from Boobies ~~Gannes~~, man of war hawks, tropic birds, and Gulls, when on shore the birds would hover above our heads screeching near us, with a stick we could reach them. Some of the birds would lay their eggs in branches of small scraggy bushes. and leave them as all do to be hatched out by the heat of the sun. Green turtle are very numerous too. And very large, weighing from two to four hundred pounds. occasionally when near the island at night in fine weather we would go on shore with two boats crews and often bring of to the

ship three or four in the morning,
We cruised from four to thirty miles from
the bank for whales, One morning at day
light we saw a Ship to the westward about
four miles from us, it proved to be the bark
William Penn of New York. As soon as it
was light enough we saw her four boats
off in chase of a lone whale. We got our
breakfast and by this time could see the
whale going to the eastward. We lowered our
boats and gave chase my boat taking the
lead and keeping it all day, we chased this
whale all day from seven oclock in the
morning untill (Sunset) six in the afternoon
the whale keeping a half a mile distance from
us and he would not allow us to approach
him any nearer untill Sunset when he slackend
his space and we pulled along side of him
within ten feet to my boat steerer darted two

irons against his thick blubber but he
hade not strenght enough to send them
through his thick skin and away the
whale went. our ship was now good
twelve miles off we could just see the
heads of her top sails, and my crew were
pretty well used up. not having any water
in our boats they having drank it all some
hours before. The wind hade all gone and
it being calm we were obliged to use our
oars to get to the ship, we got on board
at ten oclock after a hard days work and
no whale,

Fish are verry plentifully on these banks, often in the afternoon when the chances of seeing whales was over we would sail on the banks, which we could see from the deck, in 12 or 15 fathoms of water, And catch all the fish we wanted in a short time, weighing from 5 to 20 pounds. when we first commenced to catch them we could get them out of the water whole, but in a short time the sharks which are very numerous would follow them even to the surface of the water and take half and often the whole fish off. We required heavy sinkers on our lines to keep them down as the ship would drift, besides a piece of lead weighing 5 pounds I put a club hammer with a oak handle eight inches long weighing 5 pounds more to take it down to the bottom. I hooked a fish and before I got him out of the water

a shark swallowed fish, lead, and hammer, handle and all, I hauled the shark to the surface and darted a harpoon in him, hauled him on deck and cute him open, some will say a fish story but it is true, The sharks are so numerous that whenever we take a whale they will gather in great number around the ship. We are obliged to have a man stands on the outside the ship with a sharp spade on a long pole to kill them. There are several kind, the Gray shark 12 to 15 feet long, rather slim in shape with a pointed head, the brown shark with a square head and the shovelle nose shark with a square head and projicks out each side about four inches looks as though they had a piece of board across it or as a sailor would call it a spit sail yard. It is a very easy matter to kill them by just cutting them on their heads. they will settle

down tails first dead, but I have seen them cut open in their side and with their entrails coming out, still eating the flesh from a whales carcass, I have been chasing whales and they following the boat and grabbing the steering oar, but have never known them to attack the men when our boats were stoven or capsized which is quite frequent,

We struck four large whales, saved three, one sounded and took our line 300 fathoms or 1800 feet in the mouth of May off the west side of these banks, close in within two miles, One day we took three cow whales along side and let them lay until morning, as than was quite a rough sea on, we left the fluke chains slack to keep them from parting by the rolls of the ship. The wind died out during the night to a calm. In the morning one of our whales had slipped his tail out of

the chain and was gone, we cut the two in, and made sail to look for more- towards night we raised a whale four points off our lea bow going across our bow to the windward when two miles off, we lowered the boats and gave chase. after pulling four or five miles, the whale ~~was~~ not going down but spouting all this time which was very unusual I struck him and soon had her dead as she proved to be a Cow. I mention this case as this is the first instance I ever knew a Cow whale to be alone as they always go in schools. She was no doubt a sick whale could not go down, full of Ambergreese but we did not look for it and after stripping off the blubber and taking in the heads let the carcass go with the sharks. Our crew all were of one accord that this was the whale that we had along side and slipped

outs of the chain. After cruising untill our water and fire wood was getting short we anchored at Praslin one of the Seychelles Islands situated about thirty miles ow the bank. In a short time after casting anchor a boat came along side rowed by six men bringing the health officer a doctor. These six men came from an island about four miles from where we were lying at anchor and were afflicted with that terrible disease Leprosy. They were a terriable sight to look upon. Some with their toes gone another with his nose partly off or some of his fingers off a scabby pittiable looking sight. On this island Syracuse is a hospitals for all who are afflicted this disease and are taken from the several islands of this groups, whenever any one white or black, rich or poor it makes no diffuance to what famalies they may belong they are

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at once removed to this island and never are allowed to leave again. One day whilst here I visited this island to call on the doctor and look at the sick ones. It was a sad sorrowful sight which I shall always remember to look upon those afflicted with a disease for which there is no hopes of ever recovering from. I found a very neat little village of huts situated in a shady grove every thing around look pleasant and was very neatly kept, beautiful flower beds, and vegetable gardens were cultivated so as to take up the time of those able to work which made the little town have a pleasant appearance; I did not realize the risk I had of visiting this place until it was past but I felt desirous to see those who were stricken with this so much dreaded disease

Rolow or Pastin, where we were at anchor is high 3.000 feet, there is no town or large village, the inhabitants are scattered over the island miles apart. except about where we were at anchor were several houses. The inhabitants gain a living by making Cocoa nutt Oil and fishing, there are no roads but foot paths for traveling one day in company with an officer from another ship I took a walk for about four miles to dine with a friend of his, we came across in a cocoa nutt grove a hut. I call all the houses huts for they are small low and built of rough logs of wood and covered with palm leaves. In one of these we found a fat burley old man about 60 years old who could talk a little english and seemed delighted to see us, he offered us some wine and fruit. he said his name was Charlie

he was pleased to show us his coffin which he had made to be buried in. It was made from two loggs of wood bolted together at each end and dug out large enough to contain his body, the top after he was placed in it had a small square trap door in it, so when the cover was fastened on, they would drop the key in through to his hands and say good by Charlie. He showed us the spot a short distance from his house where he was to be buried. he had planted four shade trees one at his head and feet and one on each side.

After getting our wood and water on board we gave our crew liberty on shore there was not much to be seen and little to be obtained except liquor for our sailors they could manage to get a dinner at some of the houses by paying well for it. Some evenings

if their liberty money holds out, they would hire some one to play the violine and send out invitations by some of the young ladies and have a dance. One evening they wanted to have a ball as they called it but could not on account of liberty money being gone. At last they thought of a plan they knew the third mate gray had some. So they found him pretty merry and ready for a good time but he had to get of to the ship for it, as no boat being on shore they found a canoe got him in and put off. At about eight o'clock in the evening, as I was seated in the cabin hav- the Captain of another vessell on board passing the evening. Old gray our third mate came in the cabin to go to his room quite drunk. After he came into the cabin we smelt a strange smell like coal tar thinking some we had in the steerage might

be leaking from the barrell I sent the steward to see. After taking a light to go from the cabin he found the cause, he could trace the foot marks of the third mate from the cabin to the canoe. and back to the state room where he was stuck fast sitting on his chest his pants covered with coal tar. The canoe he came from shore in had just been covered in side with it and he was not aware of it. He had a duck bag with about fifty dollars in it which he was agoing to take on shore but in handling it he dropped it on the floor and the money rolled in all directions. we gathered it up and I took it from him. gave him five dollars. told him I would take the rest. as I well knew he would make way with all if he took it on shore. He had

words and I told him if he intended going on shore to go, or I would be compelled to confine him on board. The following morning he came off and wanted to leave the ship. as he had on several occasions before when he had been drunk. As he was a good seaman and excelant boat steer when at sea I overlooked his misdeeds when in Port. After leaving this port we took a Cruise to the eastward, passed in sight of the Maldive islands and Cruised about ninety miles to the west of Ceylon Island. This is the hottest part of the Ocean, I ever experianced, the heat was so intense we were obliged to wet our deck down several times a day to prevent the pitch from melting in the seams, The men at the mast head had Canopies Spread to protect them from the sun

AR. 30

the hole sum. When we first arived on this grounds we saw two whale ships Cruising they were in sight about every day for a month but no whales were seen and they left for other cruising grounds. A few days after they went away whales struck on and we got a good cake of oil. Our nexet port was Mahee another of the Seychelle Group of Islands; This is a high island welle covered with wood and Cocoa nutt groves, The inhabitants are mostly fisherman at which they gain a living. Con-siderable Cocoanutt oile. Green trulle, and dried fish, are shipped to Mauritius for which Cotton goods. Rice and other domestic articles are bought. We went throught the ordinary duties when in port of taking on board water, wood, and fresh supply of recruits and gave liberty on shore to the Crew

we found an English whaler lying at anchor here, when the watches were on shore from both ships they made the town quite lively. One day they met in a boat house near the shore and took posession, made it their heads quarters to drink their grog, they would chip in and buy it by the bottle, have a drink all round and then leave it if any remained and come around again, late in the day they bought a new bottle drank part of it and hid what remained untill they took another cruise about town then they would return and finish it, when they came back they found the Cooper of the english ship laid out in the bottom of a canoe drunk, he had drank all the rum and they found the bottle beside him empty. This so vexed them that they dragged the canoe to the water and sent it adrift with Cooper in it with no oar or paddle nothing

but the bottle to propell his canoe with, The following morning when the crews returned to their Ships for duty no cooper came, The Captain thinking he had made an attempt to desert his ship went to the authorities on shore to have him arrested if found and put on board. Of Course enquiry had been made on all the vessells in the harbour and no one pretended to know whare he was,

It was late the next day when the men who had sent him afloat began to realize the danger that they had exposed him to, made known to the captain what they had done, a strong tide sweeps out from the harbour through a number of small island to the ocean, and had taken the canoe out. Men were sent to our mast heads to scan the harbour out as far as could be seen. boats were sent from both Ships and returned after a fruitless Search. On the third day

the canoe was picked up with the cooper perfectly sober but in a famishing condition and brought to his ship by a boat out a fishing. We left this port and steered to the Southward bound through Mozambique Channells and around Cape of Good Hope. Anchored at Cape Town for a few days and then Sailed away homeward, Touching at St Helena for letters. Arrived home in May 1852 with a fair catch of oil

Assets are badly discounted

See
P. 37

3d Mate Gray

As I have mentioned the name of one of my boatsteers and on the following voyage third mate I will write more particular about him. When I shipped to go as mate of the Hope, the agents of her said to me he had shipped a man who had been in the ship on the previous voyage, was a goode man when at Sea but could not be depended on when in ports. He requested me to have him steer my boats as his wish was for him to be with some experianced officer. When we were ready to sail he was put on board drunk. It took several days to sober him off, when he became sober and able to do duty, he swore off and declared he would not taste a drop

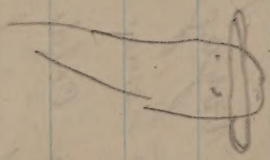
of liquor during the voyage.
I having seen so many cases of this
kind I took no notice of this case:
but to my surpise he carried out
out his grand resolutions for this
voyage. I dont think he took a drop
not even a glass of small beer
made on board our back, quite often
when the crew came on board a
little off he would give them a tem-
perance lecture. His clothing although
well patched at times were always
clean and neat. He was a splendid
seaman, faithful and trusty. And
a better boatsteerer never dasted an
iron. His boats was always in readiness
to lower, the craft in it was sharp
keen as a razors. I took him along
side of twenty two whales during the

voyage and we caught twenty one. the other he hade not enough strength to drive them home in as he hade been pulling at his oar alle day. alle though he was a strong healthy man. Was never sick, hade never taken a dose of medacine. When in his watch on deck if his clothes were wet when he went below he would take them off only to put them on again when he went on deck again. When we arrived home, and I had agreed to go in the ship as master. I shipped this man Gray to go with me as third mate to heade my boats. When at home he lived with his aged mother in Nashua N. H. and was her main support. he put his money what he did not need for immediate use in one of the banks

in New Bedford. On the third of July he came to New Bedford to get some money to take home, when on the street he meets a friend he once was a ship-mate but now kepts a sailor boarding house, he invited Gray to dine with him and that after noon he was seen with a woman and a basket of Champain in a buggy on county street going out of the city to a road house. When I saw him the next day I spoke to him about it. he did not deny it but said he took a back street to get out of town but he felt that everybody saw him. He seemed hartily ashamed and promised to do better in future. This is the only time I knew of his drinking whilst on shore. He thinks Grant the boarding house keeper put Laudanum in his soup and he

got a taste for it once more. (56)

He sailed the next voyage with me. Was drunk every chance he could get liquor, Was of no sense when in port, I think he performed another voyage in some other ship. When at home he went to a dancing party on a cold winter night three or four miles from his home. Was caught in a severe snow storm, and the next morning was found frozen to death by the side of the road,



Chas. H. Robbins
Master

Bark CLARA BELLE 1855-58

From home (Mattapoisett, Mass.)
July 1855

Pg.4&5- whaleboats turned into slave ships

" 9 - Arab dow loaded with slaves

" 11 - English ~~whaler~~ schooner arrived at Mahee hbr. with only 3 living-rest died of fever after anchoring on one of the Comori Islands (Anjouan).

" 23-25 Mohammedans aversion to any fat and tricks played on them by the crewmen.

Off the Coast of Madagascar, Augustine Bay; Bark H.H. CRAPO, 2 days after leaving there, capsized and all hands lost but Captain and one man (Jan. 19, 1857 lost at sea)

pg. 46 Cruising off Forte Dauphin

pg. 47 At St. Helena

Returned home May 1858

THE TRUSTEES OF

THE KENDALL WHALING MUSEUM

ANNOUNCE WITH PLEASURE

THE APPOINTMENT OF

MR. M. V. BREWINGTON

Clara Bell E
(5th voyage)

1

I sailed from home in the Bark "Clara Bell" in July 1855 on a voyage whaling in the Atlantic and Indian Oceans.
Our first cruising grounds was off the island of Tristan de Acunha where we fell in with right whales. Took in the month of December five making 350 barells of Oil and 3.000 pounds of Bone.
The first whale we struck started off to the windward like a race horse, it was blowing a strong breeze, the sea was verry rough, the boat rushing through the water at great speed keeping the men bailing constantly. The Offsir keeping the boat near enough to dart his spade at the whales small just forward of her flukes trying to stop his running, after taking him several miles from the ship and out of sight of the other boats he milled off to the leward and ran towards the ship, then he

soon had him spouting blood and turned up, we saw quite a number of ships on this ground whaling. One morning saw two ships to the windward with boats of chasing, after chasing untill midday they gave up the chase and went on board, the whale going so quick they could not get near enough to strike, I kept the whale in sight, towards night he changed his course and came near our ship, I lowered two boats, picking the best men to go in them, as the two ships were still in sight, I was anxious to capture the whale before they could get near enough to lower their boats. A schoole of killers had come arounde the whale and were thrashing arounde making the suds fly and galliede him so he lay still, the mates boat went along side and struck him got his boat stove and the whale took his line and

made off to windward, the Killers following
him. The Second mate picked the stoven boate
up and towed her to the ship. We Cruised here
about a month, the whales struck off to
the Southward. and we left for the weste coast
of Africa to look for Sperm whales off "Loando"
We Cruised about a month saw no
whales but a number of ships cruising. frequently
would see a English man of war gun boat looking for
Slavers. They would Send a boate and board
all vessells they met when the weather was
suitable to look at their ships papers and
have a look into the holds by taking the ships
hatches off. One day it was blowing a Strong
gale and the sea was rough the man of war
saw a Bark supposed her to be a whaler as
She had men at all three of her mast heads
and boats on her cranes, ran near enough to
hail her and asked what succes. the answer

was seven hundred and fifty alle tolds.
which was Conecte as she hade seven hundred
and fifty negroes in her holde two days from
porte bound to "Rio Lenaio." This vessell was
formerly an American whaler, the "Herald"
of Stonington. The Captain and mate I well
knew; Capt Barker & Mate Livingston when whaling they hade poor success
in taking oils, and being a long time from
home being shorte of provisions and their ship
needing repairs to prosicute the voyage longer
pute into "Rio Lenaio." and went through the
nessesary repairs and obtained a supply of pro-
visions and sente the bills home to the owners.
The bills were protested and sente back to the capt
ain unpaid. The consequence was she was sold
and pute in the slave trade. The Captain and
mate making two voyages in her without being
captured, they then solde her and bought a
schooner and sailed for Calafornia

we puts away from here for the island of "St. Helena" to ship what oils home we had on board as we were bound around the Cape of "Goode Hope" to cruise in the Indian Ocean. The next day after we anchored, an English cruiser came in with a slaver as a prize with her holds filled with negroes from the coast. We saw a number of vessells at anchor some of them steamers and fine looking too which had been taken with slaves on board and brought in prize and condemned. The Captain, Officers and Crew went on shore at liberty, and the negroes landed until an opportunity occured to send them back to Africa. Formerly these vessells were sold at auction and taken away and some of them would within a short time be engaged in the slave trade and captured again. But now the masts are taken out and the hulls are so cut up that they

Made unseaworthy
cannot be used again. Whilst here
I visited Longwood and Bonaparte's grave
The house which he occupied and where
he died, was at this time full of
hay and grain and used as a stable.
The new house was occupied by a French
officer who looked after the place. A French frigate
came in and anchored, The following day
the crew from her, one watch in charge of
officers came on shore to visit their emperors
home and grave (as I am told no French man
of war ever anchors with sending their crews on
shore to go to Longwood) When they landed
in the morning the sailors looked neat and
marched through the town orderly and in charge
of officers but when they returned in the afternoon
there was a great change in their appearance,
they had no doubt drank water at the Spring
Cool and reviving where Bonie had drank but

they had stopped at a half way house and drank something stronger, and when they passed through the town to the landing they were most of them quite happy. When they arrived at the place they landed and had to wait for the boats to come from their ship to take them off, they got into a fight amongst themselves and the Officers in charge could not have any control over them. About this time the French Consul and Commodore were seen puting off from the frigate to come on shore and when near enough to see the Commodore, the sailors although many of them drunk and disorderly straightened into line at the approach of the Commodore all touched their hats as though nothing had happened. We shipped our oil gave liberty to our men took on board a fresh supply of water and sailed for the Indian Ocean

After rounding the Cape of Goode Hope, we steered to the northwards through the Mosambique Channell, when near the Comoro islands, ~~the winds bound~~ had light winds and calms for several days, saw a Sail to the north of us, she was in sight becalmed three days, when a light breze Sprang up I steered for her intending to Speak her thinking she might be a whaler, when about two miles from us I lowered a boat and pulled to her, it proved to be a Arab dow five days from Mosambique bound "Goa" on the Coast of Malabar with a cargo of African negroes Slaves, when we pulled along side of her the Captain hailed us in portaguese asking if we were from a man of war, as they were in great feare of being taken as a prize. I went on board and one of the men in our boat being a portaguese had no trouble in talking with

the captain, he told me he had been in great fear of being captured and loose his slow and slaves since we came in sight. I looked in her hold and there I witnessed a sight which made my blood warm with pity, to look upon 250 poor beings men and women in a setting postine as near each other as possible to moove their limbs and fastened down to the deck to remain so for a months passage to "Goa". after remaining on board some time for my crew to get rested for we had a long pull from our ship we put off after the captain giving us a goode supply of Oranges and some other fruit which had on board. We took a breeze and passed the Comoro islands and Cruised towards our old Grounds around Mahee banks, We saw and spoke the bark Ne— Capt G. of New Bedford bounde in for men, The captain said that owing to not seeing whales

and taking oile his crew hade became mutin
ous and hade threatened to desert the ship
when he went in port. And to give them an
opportunity to do so, he anchored at Tamentave
a harbour on the east coast of the island
of Madagascar and gave them twenty four
hours liberty each watch on shore, They could
not desert and remain here as the coast fever
was sure death to foreigners besides it was a detes
table place to remain amongstes half savage
negroes, butt he gote rid of his crew or a part
of them for in less than a week from port
he hade burned seven at sea, and was now
bound into port Mahee for a crew.
After cruising around these banks four months
seeing whales and taking a fair catch of oile,
our woode and water getting short we put in
to Mahee for a supply. We remained in port
two weeks. One morning whilste at anchor

a Strange vessell was in sight, Apparantly trying to work into the harbour. She sometimes heading in one direction and then in another making no headway towards the anchorage that it caused those watching her movements to think something was wrong on boarde of her, a boat was sent to her and on boarding her found only three living beings on her. A sailer, the Cook and a babe ~~five~~ months old. The boats crew worked her into the outer anchorage and Anchored her. She proved to be a large english schooner four months from englands, The story is this. About two years previous thare lay at anchor at this island an english whaler commanded by Captain Simmonds who had completed his voyage of three years with a goode cargo of oil & was bound home. He having been at this port several times during his voyage had made acquaintance with

a young lady, ~~[illegible]~~ whom he married and accompanied him to england, after remaining at his home in england ~~[illegible]~~ he bought this vessell, loaded her with trade for this islands intending to make this islands his future home and sail this vessell as a trader between here and the islands of Mauritius. They had born to them in englands a daughter and when about a month old the vessell left englands. They had a goode passage around the Cape of Goode Hope to "Johanna one of the Comoro "islands. These islands are situated just north of the Mosambique Chandl and are very unhealthy at certain times of the year. here they anchored and lay several days and went on shore during their stay. the first day out the captain was taken sick and before the schooner reached Mahee in ten days all the crew ~~[illegible]~~ except two had

died with the fever, the captains wife died the day before in sight of her island home and was on board when the vessells came in port; her remains were taken six miles out to sea and buried, although I offered at the pleadings of her family relatives and friends to take her in my boat on shore and with the assistance of my men bury her on an islands at the entrance of the harbour, but was not allowed to.
About the time we were to leave port I had some trouble with my crew. We had for our ships carpenter an englishman he was a good peaceful man when at sea a first rate carpenter. but when in port with others drinking liquor he was always in a row and ready for a fight. and wanted to leave the ship, The day before we were to saile he got into a fight on shore, was

detain the Ship untill ten o.clock and if my man was not put on board by that time I would be obliged to leave him under protest and write to our government the facts of the case, before the time specafied our man was put on board. I went on shore to get a clearance from the custom house and I gave orders to the mate to get the ship under weigh and stand out of the port then send a boat in for me, after I left and was on shore the mate ordered the crew to man the windlass and heave up the anchor which they refused to do saying they wanted more liberty on shore, a boat was sent for me and I had got my papers from the custom house and was ready for sea. When I got on board and the boat taken up I ordered all hands

after to hear what reason they hade if
any for refusing to take the anchor.
The only one was they wanted more liberty
on shore. I told them no more liberty would
be given as the ship was ready for sea and
if they refuseds to do their duty and not take
the anchor up I woulde be compelled to
confine them as prisoners in irons. Get
assistance from shore to heave up the
anchor. as I was determined to take
the ship out. I gave them fifteen minutes
to consider the case. and then ordered
them to duty. Seeing I was determined
they turned too and maned the windlass
hope up anchor and put to sea.
Two days after leaving port we took a large
whale and when boiling him out I heard
some of the crew say what fools
we were in wanting to keep the ship in port

if we had succeeded in our plans we
would not have caught this large whale
the Olde man was right.
After cruising in the vicinity of these
banks, seeing four whales, we put away for the "Saya de-
Malha Banks" where we cruised four
months in Latt from 8°.00 to 11°.30 South to
Long 60°.00 to 62°.30 East, One day we
saw a schools of Cow whales, lowered the
boats and caught three, when we took
them along side the ship it was late
in the afternoon and rainy, so we let
them lay untill morning before we commen-
cede cutting, the ship had drifted on the
bank in 15 fathoms of water and we
could see the White Coral reefs under our ship
very distinctly but apprehended no danger
as there is from 15 to 75 fathoms of water
over these banks. Fish are caught in

abundance by fisherman and taken to "Nauntius" and "Mahee", We caught a fine mess and had them Cooked for supper, they were fine and we eat hearty as it was a change from salt beef and pork which we were having at every meals; before morning most of our crew were suffering intenely, myself included from being poisoned by eating the fish, the pain in the heads was terrible, our faces were swolen and our Eyes were as rede as bloode, I administered an Emetic or a Sailors remedy a dose of epsoms salts which gave relief after Severals hours of Suffering. I afterwards mentioned this case to Some fisherman who made a business of fishing on these banks, and they informed me that at certain times in the season they caught many fish that

were poisonous and not fit to eat, could be told by looking in their mouth and if small black spots were seen they were poisonous,

Our next port was "Johanna" one of the "Comoro Islands", situated at the north entrance of the Mozambique Channell in Lat 12°. 15' South, Long. 44°. 30' East, There are four Islands in this group. Quite high, can be seen at a distance of 35 to 40 miles in clear weather, They are inhabited by Arabs and African Slaves, "Johanna" being the principle one frequented by Whale ships for water and fresh supplies. Quantities of sugar is made and shipped once a year to "Mauritius". The inhabitants are ~~Malays~~ Mohanedons and are a shrewd sharp class of people in trading with ships

thats anchor here, The Arab Inhabitants alle Mahomedans. few of them Speak a little English. Wore long white robes and white turbans, their feets being encased in sandals, The men were talls and and good looking of a light copper color their teeth black as coals caused by chewing the betle nuts which they alls use as others do tobacco, they puts a little lime and betle nuts into a smalls leaf and carry it between the upper teeth and lip, the Spittle from this will stain the deck the color of red paints and hards to be removed. We Anchored abreasts a flowing stream of fresh water about a mile from a long white sandy shore and two miles from the town. In a short time after we came to anchor, the King and his Suite came on boards to make arangement for

sent "The missionary ship" said the
Arab King of the island "Johanna",
Whare is the missionary. "The Clara Bell"
on her previous voyage was commanded
by Captain Flanders and anchored at
this island, he had religous services
on board his ship every Sunday at
sea and in port, The first Sunday
after his arrival here he invited the
King with others on board to attend
services, As some of the Officers and
Crew were Singers it was no doubt
very interesting to the visitors from on
shore, they were so well pleased that
they requested the Captain to come on
shore with his crew on the following
Sunday and hold religous service.
which ~~XXX~~ Captain Flanders promised
to do. When Sunday came he with

his men went on shore taking the Bible and Hymn books and had Services which was attended by a Large number. They were so pleased that they wanted the Captain to come and remain with them after completing his voyage. They had prepared a feast of good things in one of the Groves near by where they all feasted before returning to their Ship

20c

The town is built of low stone houses with flat roofs with high walls around them all whitewashed, the streets are very narrow and winding. I have been here a number of times and have never seen any females except once, or children. I am told the women go from one house on the flat roofs of the houses. A man does not see his wife, intill the day he is married when he takes his bride to his home and receives no callers for ten days, after this time if they both think they can live happy togather she remains if not they separate and she goes to her parents, A man can, if he is able to maintain them three wifes, After this if he acumilates money enough he makes a pilgrimage to "Maca". and leaves his spare money and works his way back the best he

200

~~5~~ 4

cars, it takes but a few weeks to get thare but sometimes years to return The parents make alle the matches agreements in marriages ande choose husbands for their daughters

paying port charges, before any trading could be done with the natives, the King and several of the young Princes who came on board expected one third of the trade, each one had a small blank book in which the captains of vessells would write as near as he could what amount of recruits he desired of which the King and suite were to furn-ish one third. We took on board one hundred and eighty barells of fresh water, seventy five barells of Yams fifty barells of sweet potatoes besides fruit such as Oranges. Bananes in abundance, besides fresh beef which we would purchase alive and slaughter ourselves in exchange for cotton goods Soap. Candles. powder &c. After the King left the ship. the natives came off

in great numbers eager to trade, each one having his book requesting the captain to write what he would buy of them saying captain so and so of some ship which had touched here had traded with him and were were well satisfied. The Mahomedans in trading for candles or soap would always ask if there was any grease in them before purchase it as they would not buy any article manufactured with pork grease in it. of course we satisfied them by saying we did not know so intense were some that they came on board very early in the morning and bring fruit and if the captain was not on deck would set it down aft until he came on deck, when he came on deck he would be saluted with good morning sir I hope you are

well sir. I have brought you a basket of fresh fruit as a presant. often as they took the basket would find that some mischievous sailor had put a bit of grease on the handle or a small piece of salt pork shine on top the fruit so they would not touch or handle it but leave it for the sailor instead of the captain. they were very fonde of coffee, and would come off to the ship early in the morning, after the officers had had their breakfast the steward would permit them to enter the cabin and give them a cup of coffee, finally they came frequently and in such numbers that the cabin would not hold them, so the steward thought of a scheme to get rid of them, he made a pot of coffee good and strong, And after the officers had

finished breakfast and left the cabin he asked the men from shore in to have coffee, there was a goodly number seated at the table and they praised the steward for this excelant cup of coffee, After they had emptied their cups, the steward lifted the cover of the coffee pot and with a fork took from it a piece of salt pork (Nine) this so enraged them that they left the cabin in haste made for the ships side and tried to vomit by putting their fingers down their throats, they were so angry with the steward I think if they had him on shore they would have murdered him, they never entered our cabin after this for coffee. Freguently as I went on deck mornings I would be met by several who had come on board to do some trading

Each one would extend his hande and bide me goode morning sir, I hope you are verry well Sir, I have brought you as a presant some fruite, before I left my cabin I would often put a little piece of butter in the palm of the the hands and as we were ~~shaking~~ taking each others hands they would feele the greese, they would step away from me in a passion and draw a dagger from his belte at his side (which all carry) and say if you were not my friend I would kill you, I would laugh at them, call the boy to bring a basin of water, soap, and towells and they washing their hands we were friends again if I would please them by buying some fowle, eggs. or whatever they hade brought off in their boats along side

One afternoon when on shore I met a young man on the street who invited me to go to his house, as it was not far to walk I went with him, as we were walking slowly along he talking business very earnestly he trying to get the best of the trade as they invariably do, the gong on the mosque or Church struck. he stopped suddenly and said wait a minute untill I pray. he down on his knees he dropped and bowed his heade three times to the ground, muttered his prayer and rose on his feet, by this time his house was in sight which he pointed out to me, I started for it with a quick pace made one rap at the door and rushed in the presance of his mother and sister who seeing me made a hasty retreat out of the room, this was a great

insult and offence to my friend but I soon quieted him by buying a lot of fowls, Their custom is whenever coming with a friends and before entering a house to give three loude raps on the door at the entrance - to give warning and waiting to give the women time to leave to their apartments, The women I saw were no great sight to me, like the men were light brown color. they were naked above their waiste only having skirts on. probably had not put on their morning dress, they had dark hair and eyes, these are the only females I ever saw whilst here One day I was invited to dine with the King and his suite, a number of Captains of vessells at anchor in the harbour were present, the dining room was large and the tables were neatly

arranged was covered with luxuries and the guests were deftly served, and were constantly fanned with a long swing-in fan suspended over our heads and kept in motion by cords at each end in the hands of servants, there were no ladies present, but we were in view of them as we could see their dark eyes twinkling through the lattice work which served as a partition to separate the rooms. Theft is punished with cruel and severe penalties, One morning as one of the captains was was in his cabin making preparations to go on shore he carelessly left his money bag in his berth with the door of his room unlocked, when he returned in the evening his money was gone, he remembered two men from shore coming into the cabin shortly before he left and probably saw him

lay the money away, he suspected one of these as the thief. Early next morning he went on shore, called on the governor and made known his loss and to whom he thought had taken it, the king sent his officers and arested the man he suspected and had him brought in the presance of the captain who he identified as the one that was in the cabin which he proved to be for he feared the king and made a full confession of the theft; now the penalty of such a crime for the fisto offense was to have his left hand cut off, for the second to have both taken off; he was accordingly sentanced to loose his left hand. The Captains of the several vessells in the harbour held a consultation together and decided that the punishment was severe and cruel

and as all the money stolen was return-ed to the owner that they all called the next morning on the King and protested against such punishment, and the prisoner was allowed to go with the assurance that if he ever was caught again stealing he would have to suffer the penalty.

After two weeks stay we left "Johanna" for a cruise off "Fort Dauphin" on the S.E. Coast of "Madagascar" cruising from 30 to 60 miles from the land often in being in sight, most of the whales seen here were large bulls and going to the leward or northwards, All the month of March we had gales of wind and very rough weather saw whales often but did not lower our boats, When working to the southward through Mosambique Channell before we got on our cruising grounds off Madagascar

we fell in with the bark Eugine Capt-ain Cottle a whaler, we kept company for severale days, One Saturday we saw a school of Sperm whales, as both Ships had an equale chance & set our signals to mate which was answered from the other ship, which meant to work carefully and not galley the whales but to get fast and capture as many as possible and then devide, we caught three out of the schoole, the Engine killed two and our boats one, it was late in the day when we had them turned up so we could not cut in more than one that night and the next day being Sun-day and Captain Cottle being a religious man doing no whaling or cutting on that day but having religious services held on board his Ship left the two whales for us to cut in

So we got the largest share.
It was a pleasant Sunday. the sky was clear and the ocean smooth and our good bark was ploughing through the sea with all sail sett. steering by the winds to the S.W. the crew had taken their usual Sunday baths and put on their Sunday ~~clothes~~ togs. Some were sitting in the shade reading others were overhauling their sea-chest looking at the photos of love ones at home, when suddenly a crash was heard over the ships bow. The (watches) Martingate guy had parted, the cowses were hauled up, the head yards were hauled aback and the ships headway stopped. The mate with the watch on deck soon had the damage repaired, and sang out all ready sir. to me. I ordered the yards braced forward and tacks hauled down, then the

ship began to gather headway made a plunge into the heade sea and washed one of our Crew a boatsteerer overboard, the Ships headway was stopped and a boat lowered to pick him up if he came to the surface, but the ship hade passede over him and he was not seen again.
He was a young man nameds William Johnson 22 years olds, belongeds to Mattapoisett whose he hads a widowed Mother and sisters living. We lay too a proper time and then bracede forwards on ~~xxxx~~ yards and went on our Course. This delightful Sabbath which brought Sunshine and gladness to alle on board, closed with Sadness and Sorrow.
We Spoke a shorts time after this the bark "H. H. Crapo," Captain Bailey a whaler full of oil and bounds home to New Bedfords, we sents letters by them as this was the only way

of getting news home as there were no fast mail communications at this time. I wrote a letter to the mother of our lost boatsteerer giving her the particulars of his death, but she never received it, and at the end of the voyage, when I Called to see her she mentioned to me the sorrow she felt in not getting a letter from me.

The H. H. Capo. by which we sent our letters put in to Augustine bay, Madagascar and obtained water and wood, and left port with it on deck which made her top heavy, two days after a heavy squalle came up from the westwards, the light sails were taken in, the topsails clewed down, and the men were aloft on the yards reefing the sails, when the squall struck her abeam with great fury, capsizing the bark and drowning all hands except the Captain and one man, who were picked

up the following afternoon after being in the water twenty four hours, clinging to one of the ships hatches with their bare sunburnt backs their shirts having been washed off by the waves, They were seen and picked up by a steamer from Mauritius bound to Cape town, late in the afternoon a man on the bow of the steamer saw something on the water a mile from her and reported it to the captain, who changed his course and ran for it. And was surprised when near enough to see two living beings drifting about and no signs of a vessell near. a boat was sent and they taken on board and cared for, the steamer cruised around until dark looking for the vessels or crew but could not discover any signs of them, and put away on her course, I met the captain on my arival home two years after this

happened,

While cruising off Fort Dauphin in the month of May we saw early in the morning a large whale, we lowered three boats and put off in pursuit, on the second rising the mate struck him, he sounded taking out part of his line, when he came up the third mate got fast, he settled out of sight and came up under the mates boat taking it in his mouth and crushing it to, the crew jumping into the water to get clear of him he then made for the third mates boat and threw his long jaw across and turning her over bottom up and staving it badly, and with his flukes made the water foam around, the second mate with much difficulty picked up the crews of the two stoven boats and took them to the ship which was near by. We did not attempt to save our stoven boats and

Gear belonging to them until we had another attack on the whale which was laying wounded thrashing around the oars, paddles, lantern and water kegs a short distance from the ship, as soon as we got on board, two new spare boats were taken down from the skids overhead and put into the water - the mate and second mate in one, the captain and third mate in the other, with no line of craft except a gun and bomb lances in one and two hand lances in the other. So as to have the boats light as possible to handle easily, we pulled for him as he lay on the water spouting, the mate went on one side and fired a bomb lance into him and as he turned for him with his mouth open I with my boat pulled up on the opposite side and set a lance in his vitals which set him to spouting blood thick and rich color

which made him sick, we had no further trouble and in a short time he turned up dead and we had him in the fluke chain along side the ship. After having the whale secure along side, we put off and towed the stoven boats and things belonging to them to the ship. This whale although an ugly fellow, was a valuable prize made 120 barrells of oil,

Our ship had been leaking since we left our last port which was gradually increasing and on searching found it near the stem post about two feet underwater. Our cruise being up we put away for Augustine Bay situated on the S.W. Coast of Madagascar. We entered the bay and anchored off "Tent Rock" (a large white rock near the shore resembling a tent) about a mile ~~one~~

from the shore, the natives came off to the ship men and women in great numbers. They were a half civilized, savage looking race, clothed with a grass mat around their loins ~~[illegible]~~ or an old dirty shirt, The women wore a piece of cotton cloth wrapped aroun̄de them, ~~[illegible]~~ the top of their heade was covered with greare the women had their hair tieds up in small knots the size of a nutmeg, They are black as the Africans. Before coming to anchor we put every thing below we coulde dispense with, knowing what I hade to deale with and that their thieving propensities were very strong. Before the natives came on deck, I hade a large dog on board which I hade ~~[illegible]~~ put into my room off the cabin. The first business was to settle with the chief and bigger men as he calleds them about a dozen in number

for permit to land and recruit our Ship with Wood and water and trade with the natives. As there was two tribes and two Chiefs to deal with, one at tent rock and one at the head of the bay where we got our water two miles distant. I made haste to settle with one before the other tribe came on board, I allowed the chief and his suite to come into the cabin and had the door closed with an officer there to keep others from entering, As I had been informed by Captains who had been here previously what to give them, ~~I was~~ I was to give the Chief a piece of Cotton thirty Yards long and the big men five fathoms or ten Yards each, Of Course they wanted more knowing this was my first visit here. As I could not come to an agreement after a long parley. I told the Steward to tell the officer stationed at the

door to open it, at the same time I let a large black newfoundland dog out of my room and with one bounds and growls he cleared the cabin, as they ran from the cabin over the bows they took the cloth, some with one fathom others with more, the chief remaining I settled with him, soon the up river chief and bigger men came off. I was obliged to be more free and pay them liberally as we to obtain water were obliged to tow our casks up the fresh water river quite a distance in the afternoon when a fresh sea breeze came in and fills them and leave them until the morning when the land breeze came off we would tow them to the ships. If we did not make friends with the up river chief and pay them well they would steal the hoops of our casks and destroy them, after making every thing satisfactory with the chiefs, one of the natives was left on

boarde to watch the natives when on boards
and see that they dide not steale, the next
day I was using my maine glass. laid it down
on the companion way ande it was missing
when I looked for it, thare were a number of
natives on boards but no one hade taken it,
I went on shore ande made known my loss.
to the chief
and the following day they were sent to me,
the man he left on boards as a detective hade
stolen them, One day a ship came to Anchor
having her American colors flying at her peak
and when the captain and Officers were
at supper it was hauled down stolen and
taken on shore, The chief and his wifes
would pay us a visit every two days and
have a royale feaste, we would put a large
wash tub on the quarter deck and put
two or three pails of water and a quart
of molasses in it, then add ten or a dozn

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pounds of ships biscuit and they would
Sit
around it and have a pic nic. One day
one of the natives came on board and
said he was sick, and had been sick for
a long time; I knew pretty well what he
wanted and gave him a little rum
which they all was very fond of and
he felt better and went on shore, the
following day he came off again, and
I turned him over to the mate to treat,
he told him he would cure him if he
would bring on board a bucket of beans
every morning for ten days, which was
about the time we would lay in port,
he agreed to this, so the mate filled a
glass half full of rum and added to
it a large dose of Castor Oil which he
drank and went on shore, the next
morning he came off bringing his beans

the dose this morning was hot drops. sugar and water, he said he felt very bade had been without sleep all nights, the thurde day a dose was mixed up of pepper sauce, and so on, he binging the beans and when the ten days was up he felt much better, the mate had been dosing him with hot stuff all this time, we bought several bushells of beans which was a great luxury to the sailors, they were much like the lima beans large and of a fine flavor. Excelant beef and mutton can be obtained here, the Bullock are large and fat with a hump on their fore shoulders and look as sleek as silk. the finest I ever saw, Could be bought for a flint lock musket and a few brass headed tacks which they ornamented the

Near
[redacted] us lay at anchor a French Ship that was procuring a Cargo of Slaves (~~labourers~~) to take to the island of "Bourbon," They were brought from the Interiour of the island and taken on board by a trader and Solde, after which they were taken away with an agreement that they would be paid twelve dollars a month for seven years servitude, at the end of this time the poor creatures have no money to pay their way back and they would remain as Slaves for the remaining days of their lives. when they first come on board they have to pass an examination by a man called doctor, their teeth, breast, and limbs are inspected and after going through a thorough examination, the young and strong are taken, but the olde and decriped are sent on shore, It was very disgusting

and sickening sight to me as I was on board one day and witnessed one of these inspections, a man of war cruising for slavers came in port and sent an Officer on board to overhaule them but found their papers all right as she hade them from the french Government Custom house at "Bourbon" bound to Madagascar for labourers to work on Sugar plantations. It was slavery in disguise, I have met and been on board English ships of from 1500 to 2.000 tons with cargoes of Malays and Coolies caried to British possessions at the west Indies, to serve seven years to pay their passages, they are slaves in every sense, they are taken thousands of miles away from their homes and with no pozabilety of ever returning.

Woode parts

[illegible], when we purchased them we would swim them off to the ship and hoist them in by their horns, some of these would measure a foot and half long.

We took the cargo out the after part of the ship to lighten her and get at the leak which we found and stopped. Our ships bottom was sheathed with boards to fasten the copper too, when put on it did not lay close to the planking but the ends brought up on the stem post which left a water course between. The worms got in there and bored the white oak planks into a sieve like honey comb they were not larger than a common pin, could hardly be seen. but to strike it with a hammer it would crush in as easy as an egg shell, We finished our repairs, took on board a supply of wood and water, weighed anchor and put to

to sea to look for whales. After cruising off Fort Dauphin four month, our supply of provisions we brought from home were getting short, we put away homeward bound, we spoke the bark "Brewster" and "Nautilus" from the "Brewster" we took the mate who was sick and gave him a passage as far as "St Helena" where he left us and took passage to the United States on the Sloop of war "John Adams." The "Nautilus" had the Agents son as cabin boy who had been on boards long enough to get all he wanted of a Sailors life and was very anxious to get back home, and his Captain was very willing to have him go, as he had made up his mind to leave and pleaded hard with me to take him I consented to give him a passage provi ding he would live in the forecastle and

work his passage as a sailor, this he agreed to do. This no doubt was quite a hardship for him as he had never stood a watch and would often get asleep in his watch on deck, in order to keep him awake the mate (for he was in his watch) would keep him busy in going aloft furling and loosing the royalls or coiling up the running rigging, by the time we had rounded the Cape he found he was on another vessell, and told the sailors the mate of the ship he left was a Coon (as that was his name) but we had a bigger Coon mate here. We stopped at St Helena for letters I did not intend to come to anchor, but it being Sunday when we arrived here and could not get our letters which was here for us until the next day we

dropped Anchor, at ~~XX~~ twelve O,clock in the night two boys one an American the other a portaguese had high words in regards looking after the time to strike the bells, the American struck the other with a piece of rope, when in a passion he drew from his pocket a Knife and stabbed him in his groin making a dangerous wounde. There chanced to be an American Man of War in port, a boate was sent to her for a doctor, he came and examined and dressed the wound. ~~Xxx~~ when morning came we took the boy to the hospitale, the ship waited ten days for his wound to heel so as to be safe to take him on board, The portaguese boy was ~~sent~~ kept on boards as prisoner but not in confinement We arrived home in the month of May. after an absence of thirty four months with twelve hundred bauells of Oil.

The wounded boys father as he was a minor did not care to prosecute the case as his sons wounds had healed and he was able to be arounds, and on investigating the affair found it an aggravating case where both were to blame dropped it and let the portaguese boy go.

(9)

On July 20, 1859 Bark THOMAS' POPE
Master Chas. H. Robbins (writer of this narrative) sailed from New Bedford accompanied by his family.

Of & on at Dela Garde, on north side of Flores - traded there.

Arrived at Fayal Sept. 6 - landed 125 bbls. of oil for shipment home.

Nov. 20 - Off Cape of Good Hope. Encountered severe gale which took masts, with everything attached to them, bulwarks stoven, & 5 of 6 boats missing. Headed to Mauritius for repairs.

Arrived off Porte Louis, Mauritius, Jan.20 1860. Tug boat came out & towed us into harbor. All repairs made here but unable to get boats-wrote home for them- took 7 months. It was about 1 yr.before we were in condition to do any whaling. Obtained 1 old boat from Capt. Perkins of Bark PLOVER, so whatever whaling for next 6 months was done with 2 boats.

After leaving Mauritius, found ship overrun with rats. Put an iron trypole in main hatchway, covered bottom of trypole with sand, then a fire made in it with charcoal & brimstone; kept it closed for 12 hours- killed everything except cockroaches.

Anchored at Mahee, replaced men who deserted while awaiting repairs at Mauritius. Last of June, anchored on Johanna, one of Comoro Islands.

Cruised for 15 months between Islands of Roderique and Mauritius.

Anchored at Port Louis, Mauritius, Nov. 1861

Sailed from Mauritius Nov. 21, 1861.

Anchored at "Vasse' Austrillia" on Jan. 1862 Remained here 3 weeks.

Jan. 1863 headed for Table Bay -Cape of Good Hope. Cruised along east coast of Africa for 2 months.

Anchored at Little Fish Bay; Portuguese Health Officer demanded bill of health from us.

Cruised off Island of St. Helena 2 months.

Anchored at Jamestown, St. Helena, 1 week. Left St. Helena May 1st.

Anchored off Butters flat in harbor of New Bedford June 21st, 1863.

(6th voyage)

1

The 20th of July 1859. I sailed as master of the Bark "Thomas Pope" bound to the "Indian Ocean."
My family accompanying me on this voyage, We had fine weather and nothing unusual occured untill we were three weeks out, when we saw and took our fust whale which made sixty five barrells of Oil, We cruised to the eastwards towards the Azores or western islands. Six weeks out spoke the Bark Ocean Rover Captain Clark which sailed from home about the time we did. Gamed with her untill midnight, the following day saw whales and struck four, saved three the irons drawed from One.
September 3d saw the islands of Flores one of the western islands. Stood in for it and lowered two boats and went on

shore at point Dela Garde on the north side of the island, a small town is situated here, whalers touch here frequently for recruits which are easily obtained and very cheap. There is no anchorage here so we lay off and on for two day whilst trading on shore, I shipped two men and a boy for the voyage. When a whaler ~~xxxx~~ arrives here young men from the country and town in ~~numbers~~ large numbers between the ages of eighteen and twenty five will try to ship and get away from the island or stow away in the ship if they can get on board which they will often do when taking off supplies in shore boats. to keep from being drafted by the Portuguese Government for their Army and Navy. After obtaining a goode supply, we put away for Fayalle to ship what oile we had taken

we arived at Fayall the 5th of septe-
mber and landed one hundred and
twenty five barells of oil to be shipped
home, as thare was no vessells in port to
take it we left it on shore to be shipped
when an opportunity occured, we left this
port at about five Oclock P.M and steered
to the south carrying alle sail to get away
from the island, At eleven Oclock being
fifteen miles off took in the top gallant
sails. I was on deck and when a young
man by the name of John Pierce who had
been aloft came down on deck I spoke to
him and saw him go forward. At four A.M
Oclock in the morning when the watch was
called Pierce could not be found. Search
was made at day light in every part of
our ship but he could not be found.
and we gave him up as lost supposing

he had accidentally fell overboard during the night— One year from this time whilst cruising of Madagascar, in the Indian Ocean we spoke a Sag Harbour Whaler which left Fayall the next morning after we left. The Captain and boats crew came on board and passed the evening. We were much surprised and astonished to see our lost man Pierce in their boat. The Captain told me he left the island the following morning after we had about ten O'clock at four in the afternoon when fifteen miles from the land the man on the lookout at the main mast head reported something in sight floating on the water two miles from the ship, I went aloft with the spy glass to look at it but could not make out what it was but saw it was something moving & alive

as they were passing it he changed his ships course and steered ~~for~~ it and when near enough saw a man sitting on the water a wonder to all on board. he lowered a boat and picked him up nearly famished. I talked with Pierce and this is his story. He with one other of our crew were sick of the voyage and intended to desert the ship at Fayall, but had no opportunity to do so. After leaving that port they planned to get one of our cutting stages which we use to stand on when cutting in a whale, it is a piece of two inch plank eight feet long fifteen inches wide with lanyards of rope to sling it with two fathoms long, at midnight they were to put this over the bows in the water and both get on it and secure themselves with the ropes trusting to be picked up by some

passing vessells, only one Pierce had
Courage to carry out their plans the
other Changed his mind. And never
mentioned it during the past Year although
I made enquirey and search, when I found
him missing. I left him to go back to the
Ship which picked him up and saved
him, although he wished to remain with
his olde shipmates he sailed from home
with— We Spoke the Ship Waverly Capt
Grinale four months from home, Captain
Grinale was an olde acquaintance of ours
living near us when at home. It was
verry pleasant to meet him and give
him letters from his family, as they were
bounde on the same course we kept Com-
-pany for several days, As we were to
pass in sight of the Cape de Verde islands
We intended to sende boats in port Praya

at the island of "St Iago" for recruits;
As we were to make the lands during
the night I left orders when I went
below to let me know when the lands
came in sight. At midnight I went
on deck found the mate who had
charge of the ship asleep, and the land
in sight ahead, the course was changed
and we passed the island without stop-
ping as I could not trust my mate in
charge when I was out of the ship which
was a disapointment to many on board,
as they had written letters to send home.
We kept on our course bound for the
Cape of "Goode Hope", We saw whales twice
and took two near the islands of "Tristan
de Acuhna" one of them was very large
making over one hundred barells of
oil. it was a smooth pleasant day when

we saw him, he was a going slowly to the windward, lowered the mate and seconds mates boats and gave Chase, The second mate struck him and his line got fowle, the mate soon got to him and struck the whale too, it was an old Sogg and lay on the water like a log of wood about a mile to the windward of the ship. I was aloft in the fore top-mast crosstrees with glass in hand watching to see the whale spout blood, saw the mates boats go to him and lance him but he still spouting clear, I lowered the Starboard boat and pulled up to him and asked the mate why he did not kill the whale his reply was he was trying too, we pulled along side with our boat and I set a lance in him the next time he spouted he rolled out

barells of blood as thick as tar. we soon turned him up dead. I went on board and beat the ship up to him and took him along side and shortend sails, then I called my chief mate into the cabin and told him he had made a mistake in shipping this voyage as I found he was no whaleman and a poor officer and should leave him at the first port we entered. After boiling out and stowing below this oile we put away on our course again.

November 20th we are now of the "Cape of Goode Hope". Scudding before a strong S. W. Gale the ship under close reefd main topsail and fore sail. (4) This is the first gale we have experianced since we left home, we have had very pleasant weather all the passage untill this time

our little bark scuds like a bird
before it occasionally the green hands
Steering
will let her come too a little when
she will take a sea in the waisle but
they have not had any experiance in steer-
ing in a gale and have to be watched.
At seven bells 7.00 in the morning when the
steward was putting his breakfast on
the table in the Cabin she brought a
heavy roll to Starboard ~~and~~ which sent
every thing from the breakfast table to
the Cabin floor, She shipped a sea over
her port quarter which went down the
skylight to the after cabin just as my
wife came out of her State room which
christened her for the "Indian Ocean".
After rounding the cape the weather became
more pleasant, we steered for the Mosam-
bique Channell, experianced fine

pleasant weather, watches on deck employed in getting the boats ready and making preparations for whaling as we were now approaching good Whaling grounds and liable to see them at any time. After passing the islands of "Bassas de India" in latitude 22°. 23' 8 longitude 44°. 22' E, the winds died out to a calm, the weather became hazy sultry and extremely hot. frequently a heavy swell or roller would come from the northard which indicated a storm approaching from that direction. After remaining calm for twenty four hours a breeze sprung up from the S.E. at noon ~~[illegible]~~ December 10th in Latitude 15°. 30' South Longitude 41°. 30'. E, about the middle of Mosambique Channell which is

about ~~1.00~~ 600 miles wide ~~here~~. "Madagascar" on the East and Coast of "Africa" on the West.

At noon the Ship was heading to the North with a light wind from the S.E. and hazy weather; during the afternoon the wind increased; at Sunset the Ship was under double reefed topsails and ~~Courses~~ foresail (3) the wind still freshening and veering to the eastward.* At 10 P.M. it was blowing a heavy gale took in all sails except Close reefed main topsail and reefed fore sail, (4) At 12 midnight (5) hauled Main topsail and fore sail, wind blowing with great fury, Ship on her beam ends with the three boats on larboard side and rails under water, All hands were on deck, Covered the hatches with tarpaulins and battened them down. At 2 A.M. (6)

all hands ~~on deck~~ aft under the Hurricane house the Spencers and fore topmast staysails having blown away - the sails on the yards although nearly new heavy canvass were working loose from under the gaskets were blown in strips like ribbons. (6)
The winds was blowing with such force that the sea could not rise but was rolling over with a white foam and when dashing against our ship would send the spray over us ~~which was~~ like a drifting snow storm in mid-winter. It was full moon and a dismal night it was the clouds passing over us like lightning and so low we could reach them made it gloomy, the most to be feared was our being blown on shore on the Coast of Africa, but the winds kept veering which kept us off. After midnight the winds blew a perfect hurricane which pressed

the ship bodily down and held her. At 2 A.M. we cut away our topmast back stays and our mast went over the side carrying every thing aloft with it. This did not seem to ease her. A Sea boarded us staving bulwarks and clearing every thing off deck except our try works and Cooks galley. Our second mate was a man about fifty years old who had married a young wife shortly before leaving home came to me and said he had fell and hurt his back which caused him great pain I sent him to the cabin, thinking he might be of some comfort to my wife who with her children were in their state-room, he went to the cabin fell on his knees and commenced praying for his dear wife at home thousands of miles from us, Mrs R. reminded him that his life

was safe and that it would be well for him to pray for our safety. The hurricane continued with great force untill eight oclock in the morning after that time it died out and at noon it was nearly calm. as the wind decreased the sea arose to great hight, All hands began to clear away the wreck. it was with great difaculty for us to keep about as the ship tossed and rolled about as we could set no sails to steady her, There was a calm for about four hours, during this time our ship was covered with birds which had been blown off from the lands, they were so numerous that they would alight on our heads and shoulders, At half past four the wind commenced blowing again with great fury from the west, which put the ships starboard rail and boats under

water, and we had the fulle force of the hurricane again which continued untill noon the following day, about twenty hours. when ship began to rise I took boat off × We were entirely helpless and lay at the mercy of the wind and waves. All hands left under the house to keep out of the force of the howling winds. My wife & and Children lying below in her state room in darkness as it was impossible to keep a light burning as our skylight had been broken and the wind was sweeping through it, we could do no cooking. but I fede the crew on canned provision which I had on board for my family, After blowing from the west for some hours the wind hauled to the South and gradually died away and left us in a sad state, Our goode strong bark which had brought us safely around the cape and had weathered many a storm and only a

few days before taunto and in good time
and was sailing over the sea with every
prospect of making a successful voyage
as we had made a fair commencement,
was now a pitable sight to look upon,
Our masts were gone with every thing
attached to them, Our decks swept, bulwarks
stoven and five of the six boats missing.
But the hulle of the good bark was sound
and tight & well laden with provisions and
water so we could manage to get into port
~~port~~ by rigging up jury masts, All hands
were kept busy in clearing the wreck from
broken spars and repairing damages and in a
weeks time we had rigged up jury masts
so as to set topsails and courses, Dibb and
Spanker. It was some time before I could
decide what Course to persue to get in port
for repairs ~~and save expense~~, I could

17

For two long days and dreary nights my wife ~~[illegible]~~ with her two children was lying in her bed in the cabin below. Long and lonely sleepless nights they were, with the howling winds over their heads and the crashing cracking noise of the broken mast as they went over the ships side, when the mizzen mast fell the outer end or the top of the mast (on the water) was higher than the inner end which made a lever over the lee rails tearing away the cabin skylight so as to let the water rush down into the cabin and flooded the room occupied by my wife on the starboard side. I was oblige to remove her with children to a room on the port side to keep them from the water. We manage to put a tarpaulin and battens around the

skylights which kept the cabin from being flooded.

Frequently I would go to the cabin and speak to them asking if she wished me to stay with them, she said they would gladly have me with them but felt that they were safe in the hands of the Almighty and he would care for them and do what was best for us all. She felt that my presence was needed on deck to look after the crew fearing that some of them might be lost over board, She showed great courage and bore up bravely during the entire storm, and as soon as the winds abated so she could sit up in her ballanced bed, made with the use of her alcohol lamp Coffee for the men. One of the children weary and restfull for the needs of sleep asked her

mother why God did not stop the wind from blowing. It was several days before we could get our cabin in proper condition to live in as our beds and bedding were wet the carpets and furnishings spoilt for the two harness casks containing beef and pork had worked out of their lashings and emptied the contents down through the skylights into the cabin beef pork pickle all over our beautiful carpets.

18 days

6 who [illegible] arrived at Mauritius.

we could
easily go to some port to the northward
and have a fair wind but I knew of no
port where I could obtain Spars, whale boats
and rigging, except Mauritius or the Cape of
good Hope in order to get there we would
have head winds and be in the track of
heavy Gales, and our jury mast rig would
not stand many storms, finally we decided
for Mauritius and kept her headed to
the southard, beat around the South
of Madagascar, and arrived off the
harbour of Port Louis, Mauritius January
20th 1860. Making a passage in forty days
from the time we were wrecked, we had very
rugged weather during the passage.
As this was the season of the year when
Hurricanes were frequent in these parts
a good look out was kept from the sig-
nal station on the island. as soon as

we were seen a tug boat came out of the harbour to meet us and towed us into the harbour and moored us with two heavy anchors ahead and aft on our quarters. Ships in the harbour are moored in rows with just space enough between to swing fowl each other in case of heavy gales which often happen here. As this was my first visit at Mauritius did not hurry to have repairs made, I took time to look about on shore and get what information I could. as we had quite an expensive job to have done, for several days we had many visitors on board some to look at the wrecked ships and others to solicit business. the first business I done was to discharge my Chief Officer as he was of no service to us and had not been during the voyage.

For a number of days the crew were employed at unbending and stowing away sails and riggen, taking down the jury mast and taking out the lower ends of our masts which had been broken off in the storm. From Mr Fairfield the American Consule here I learnt that there were a number of goods reliable merchants houses who would be pleased to furnish Spars, Sails, riggen and laborers, but I took his advice and advertised for tenders to be sent to his Office which I did and could then choose with his assistance how to proceede. At this time they were looking for disabled ships and were oblig-ed to keep laborers on hand when needed Ship Carpenters. Riggers. Sail makers &c, We were the first vessell of any account to arrive so their bids were very low, after looking

We were in the harbour at Mauritius two months repairing damages and procuring masts riggin and sails. but whale boats could not be obtained, As soon as the Ship was fitted with sails so as to be managed I put to sea as my crew had nearly all deserted the Ship. when at sea we finished fitting up the mast and riggen, could not take any whales if any came in sight as we had only one boat, after being a month from port I spoke the bark "Plover" a whaler and bought an old whale boat we had now two. we saw whales and captured two on this cruise, at the end of six months we put into port Louis again and found four new whale boats had been sent to us.
we now had boats but no crew to man them, I went to Mahee one of the Seychelle Islands and shipped more men. we cruised in the Indian

ocean the following two years with
poor succes. Saw whales but had poor
officers to capture them. So I decided
to head the bark homeward. We had
fine weather around the cape of "Good
Hope and steered for the Island of
St Helena where we anchored and

Subject matter Same as on (pg. 21 & pg. 34) — Bark "Thomas Pope"

over their ~~fenders~~ Materials I agreed to take the Mauritius dock company which was the lowest and proved very satisfactory and reasonable, The thing we most needed to prosecute our voyage I could not obtain was boats. And was obliged to write home to have them sent to us. which took seven month before I got them. I felt ~~our~~ Our voyage was broken up, ~~as~~ We were ~~I was~~ about a year before we was in a condition to do any Whaling and then I had no mate and most of our crew had deserted, we were in port six weeks, As soon as we got lower and topmaste in so as to set top-sails, courses, jib, and Spanker on her I put to sea and finished rigging her up with our crew. As we had only one whale boat we could do no

21

Whilst at Mauritius we buried one of our boatsteerers, a young man named John Thomas, he was taken sick shortly after our arrival and was taken to the hospitals on shore, After being thare one week he was sent on board feeling much better, Whilst at the hospitals he was kept on low diet, When he got on board he commenced to eat ships fare and brought on his sickness again and was taken on shore to the hospitals again whare he died, I visited him every day he died suddenly the fifth day after he entered the hospital the second time, I made arrangements to have him buried in the Sailors cemetary and Sunday morning at ten o'clock went on shore with the ships company and followed our shipmate to his finale resting place. To my uttermost

surprise and disgust when we arrived to the burying place, the clergyman was there in readiness to preform the burial services but no grave had been prepared, so we had to wait in the schorching sun for the sexton to prepare a grave to lay him in and the Episcolal burial service was read in haste as the clergyman had to officiate at his church and it was already past the hour,

On a pleasant afternoon as I took a walk on the outer part of the city I was looking and admiring the beautiful walks and flower beds in front of the fine residences I was attacked by a swarm of wasps one of them stung me on my head just behind my ear, it soon began to swell and became very painful as I was quite a distance from my ship I made for the

ship chandlers store whase I was acquain-
ted and bathed it with some spirits and
went off to the ship suffering terriably.
When I got on board I found two gentle-
men whom I had met on shore who came
off to pay us a visit and look at our ship
as supper was on the table I invited
them to the cabin and partake with us
which they were pleased to do. I was
still in pain and as soon as I drank
a cup of warm tea I felt faint and
left the table and made for the deck
to get the fresh air, when I reached the
deck I fell unconsious on it. I was picked
up and laid on a sofa in a room in
the house on deck, I did not come to so
as to see our visitors when they left the
ship, but I learnt when I went on
shore that they reported that I came

(1)

7 25

on board intoxicated and left to the
supper table. I never had the pleasure
of meeting them again during our stay
in Porto.

whaling and by being at sea could keep my crew several of which had deserted in port. After leaving Mauritius I put away for Mahee to get men and ship a Chief mate if one could be found, We fell in with the bark Flower Captain Perkins a Whaler from New Bedford. they had two new Spare Whale boats. and I was willing to pay him any reasonable price for one of them but I could not persuade him to sell me one, but sold me an old one which I was glad to get. We now had two boats we could lower for whales when we saw them, We saw whales a number of times and with two boats took two hundred barells of oil before we got our boats from home,

What whaling we done the following six months was done with two boats. Only one boat was allowed to fasten to a whale, the other to be on hand to give their line if the whale was sounding or in case the boat fast to a whale got stoven to pick the crew up. When about fifty miles south of the island of "Nahee" it being just in sight from the mast head we raised a large whale and lowered the boats and put after him. I went in one of the boats this time as we had no Chief mate, took the third mate to steer me. We were going along side of him with our sails set, and when fifty feet from him he breeched his high body out of the water nearly his whole length and fell on his side (which Spem

X 28

After leaving Mauritius we found our ship overun with Rats which had crawled up on the Chain Cables and through the Horse pipes, they were so numerous and tame they would play about the deck, during the nights we would be kept from sleep by their screeches or Squeeling noise when we arrived at Mahee we took this methods to exterminate and free the ship of their company - A large Iron tar pot was placed down in the main hatchway the bottom covered with sand then a fire was made in it with charcoals on which we put brimstone. The hatches were closed with strips of paper pasted around every place where any air space was found, and kept closed for twelve hours, the crew sleeping on deck

After twelve hours, the hatches were removed to admit the fresh air no one permitted to go below for the following day, we were not troubled with them after this killing every thing except Cock Roaches it did not seem to effect them, they are a hard bird to kill, I put a large one into a bottle and sealed it air tight and it was seven days before he turned up dead

deck which is the top part of his head, about fifteen feet long and four feet high, it lay black skin up, in ordev to get the oil out, a space is cute the lenght of it and it Speads open and two men with their pants rolled up Stands in it to and bails the oil out with copper dippers into tubs thence it is carried and put into the try pots or casks, whilst at work one of the men slipped up and knocked the other down which so angered him that they came to blows and had quite a tussle, the mate told them to stop but they paid no attention to his orders. I happened to be on deck and witnessed the affair, and I ordered them aft to where I was, As there had been trouble before between them I felt it was time to settle their old

feud which existed, As we needed their services I did not want to confine them so I took this method to settle it. We had a clear space on the quarter deck for them. I tied their left wrists together with a piece of spunyarn and gave each a short piece of small rope three feet long told them to go at each other and decide which was the best man. They went at each other with a will their legs being bare and shining with oil like a glass bottle, We had a circus for two or three minutes, when one cried out he had enough. They then went to work and I had no trouble from them during the voyage.

The last of June we anchored at ~~the~~
"Johanna" one of the "Comoro Islands,"
for water and recruits, We found several
Whalers at Anchor, on some of them the
Captains had their wifes, which made it
very pleasant for Mrs R. as they could
not enjoy going on Shore. As soon as we
anchored, the King and Suite came
on board, as I had been here on my for-
mer voyage he remembered me as the
Captain of the missionary Ship. They did
not seem verry desirous to do any trading
as on the former voyage. for the reason on my
last visite to this islands I sold the King a
nice boat and took his note for the price
fixed one hundred dollars. I presented the
note to him saying I would be pleased
to take my pay in recruits for my Ship.
he said he was verry sorry he could not

oblige me, but to do what trading I was in need of with the natives and send them to him for pay. which I did not feel inclined to do - rob them to satisfy the king and his followers, On going on shore I found the king was bankrupt and had no means to pay the note. Sometime previous to our arival an New London Whaler had anchored here and the captain had obtained his supplies but had some trouble about settling for them, as he was ready for sea he took advantage of the land breeze which always blows off during the night - and put to sea, this so angered the king that the next vessell that arived he detained the captain. The bark "Maria" captain Moores a Whaler belonging to New Bedford arived off the town but did not come

5 28

to anchor but lay off & and on.
Captain Moores lowered his boat and
went on shore the king held him as a prisoner, he sent his
boat and crew off to his ship with instruc-
tions to his mate to send a boat in every
day untill he was released, after several
days he was permitted to go off to his ship
he was on shore long enough to contract
a disease which lasted his life time,
Captain Moores at the first opportunity
wrote home to his owners and to the
U.S Government, and the U.S. Sloop
of War St Mary was despatched out to
Johanna to settle with the King, and
punish him for his folly. When the
Man of War arrived and anchored about a half a
mile from the town a boat from her
with an officer was sent on shore to
inform the King that his presence was

wanted on boards, the King wouldn't go on boards, After waiting a proper time the Captain sent another officer on shore to say to the King that if he did not come off in the time mentioned he would fire on the town as he did not come off they opened their ports and sent several shots into the town, soon there could be seen men women and children leaving the town for the point for out. perhaps this was the first time the women ever were seen away from home. In a short time a white flag of truce was seen on shore and the King put off for the ship; The Captain demanding an indemnity of a number of thousand dollars for the detention of Captain Moores and his ship. This was a heavy blow for "Johanna" as next to Mahomets money

11 96 11

they worshipped. The island was scraped but no such amount as was demanded could be gathered, so the Captain demanded their horses and cattle which were brought in town and branded U.S.A. on their rumps and held untill the money could be raised giving a specafied time to bring to raise it, no beef cattle was to be sold except to ships calling at this place for supplies, and a fixed price was to be had when sold twelve and a half cents pr pound, (when we were in port cattle could be seen feeding on the hill sides branded U.S.A. One day when on shore I saw at the door of a house I was entering one of the cannon balls sent on shore with my foot I rolled it over I asked what that was, the Johanna man's reply was "Oh Captain, no speak about

that," Whilst lying at anchor, we had frequent visits from the King and his officers to see an American lady and children, and wished they would come on shore and visit their wifes. As there were three other ships in the harbour with ladies on boards one of them ventured on shore and was ushered into the presance of the Kings wifes and others who had been invited. Just imagine an american lady ushered alone into a room with half Civilized women none of them speaking a word of english, ~~but~~ being overhauled and as she said picked to pieces for they examined her dress and clothing to see how it was made and fastened on how her hair was arranged. Without she understanding a word, after spending a couple of hours in this manner her

husband called and took her off to the Ship, where other ladies were in waiting to hear how she was received and entertained on shore, After she had related her experiance they decided not to go on shore, The first of July the Ship Eagle Captain Mc. Nulty came to anchor, he having a lot of powder he wanted to sell and get out of his ship devised this plan to do so, He told the King that the President of the United States had sent a message for him to honour the national birth day the fourth of July by fireing a salute from the fort which was situated on the hille commanding the anchorage, the King told him his big guns had not been used for a long time and the carriages were poor. The captain told him he would send his men to put them in order and assist in fireing the salute, so he bought the Powder

but did not fire the salute, there was in the forte a few olde iron cannon covered with rust with the carriages rotted and broken, On the fourth the Ships at anchor were gaily dressed up with their flags, with the crews on shore having liberty, Ships anchoring at these islands seldom loose any of their men by desertion, or have any drunkeness amoungts them, as no liquors of any kind can be obtained here, and the women cannot be seen, so there is no inducements for them to leave their Ships. I have called here a number of times on my former voyages and have never seen any liquors on shore, We lay at anchor two weeks, Shipped some oil we had taken since leaving "Fayall" by the bark Swallow as She was bound home from here, We obtained all the recruits we wanted and paid for them with cotton cloth, candles, soap, and other small trade

The natives are verry peculiar in there way of trading ~~[illegible]~~ Stick for a trade are sharp and shrewd allways try to get the best ends if they can, but when they come on board with any thing to sell. And cannot Sell it will leave it on deck trusting to getting something for it before the vessell leaves, if nothing more than a piece of Olde canvass,

It was now Seven months since we were wrecked, and we were expecting boats to be sent out to Mauritius for us. So we made a short cruise and put into that port arriving there the twentieth of September Anchored in the outer harbour off the bell buoy. Four miles from the landing, went on Shore and was pleased to get letters from our Agent and friends and finding four new boats which had been sent to us, they were Seven months on the way as they Sent to

Cape town and transhipped to Mauritius from thare. Received a letter from the owners stating that they had received news of our disaster in the Mozambique channell of our Arivale and repairing at Mauritius also had received the bills covering the expenses, which they had not presented to the insurance Company and would wait untill they heard from us again as they were so low they feared that thare might be some mistake, I wrote and informed them that the bills I forwarded to them covered alle. The next time I was in port I received very flattering letters from them saying they were much pleased with my doings. showing good judgement and economy in all my business, They were not aware that the time I put in for assistance and

repairs ~~that~~ that there was no business at the dock Yards and those that supplied us with material and labourers told me they received a small pay for the Spars and rigging but was obliged to do so as to keep their men employed, they said at the present time it would have cost double what they received. besides the owners were not aware that as soon as I had my topmasts up so I could get Sail enough one the ship to manage her. I put to sea with Spars and rigging and finished rigging her up at Sea with our Crew, which saved the underwriters thousands of dollars for which I never received any recompense. We were now in good shape for whaling having new boats and the ship in good trim as when we sailed from home

(44)

We cruised the following year between the Island of Rodesique and Mauritius Latitude 19° 00" to 21° 00" South. On this Ground a New Bedford Whaler saw large bodies of Whales and took home a large ~~voyage~~ cargo, And we were expecting to do the same but were disapointed. Whales were scarce but Ships Cruising for them were seen every day, Some days as many as fifteen were in sight from our mast heads, We had frequent gams, Several Ships the captains had their wifes and Children on board which made it very pleasant for the ladies to visit by going on board the different Ships. often returning at midnight to their own Ship at midnight in an Open boats; sometimes three or four miles apart but could be seen by their signall lights.

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As soon as day light came mast heads were manned, usually five men aloft on the lookout, from the fifteen ships sometimes in sight there would be seventy five men looking for whales, scanning the ocean at every point of the compass for a spout, or breeches or the least moove on the water which would indicate the least show of a whale was reported on deck, not only were they watching for whales, if a ship in sight changed her course and manouvered as though she saw whales, the other ships if any in sight would make all sail and put for her. It is the custom on whaleships when they see whales to work careful and get the first chance to stike, then if more than one whale, to set the colors to let other ships in sight have a chance

at them. Often boats from other ships will get togather before either ships boats gets fast, in that case the captains being on boards and think it best to mate and chance it rather than rush and galley and drive the whales will set their colors at the peak and if answered the boats officers will see it and work with caution in getting fast as a half of a whale is better than none if it is a large one, but in a schoole they sometimes get several. Another custom amoungst whaleman is if a dead whale is picked up by a ship with irons in it marked and a ship comes along before it is cut in on deck. Whose craft in in him marked will claim it as her whale, sometimes in such cases the ship that ~~picked~~ finds the whale will cut him in and boil the oil out and devide the

Oil, but Generally when a dead whale is found as soon as a boat goes to him the craft if any is seen is cut out and thrown away without looking at the marks We struck a large whale one day. the second mate boat got fast first the whale run away to the windward with him. the first mates boat following him intill nearly dark when he got fast and got one chance to lance him which made him spout blood when he sounded and took both lines it soon came on dark and they lost him. the ship being now ten miles off when they put away for her. Two days after we saw a ship at four oclock take a whale along side she was eight miles to the windward of us the next day saw her boiling. tried to speak her but she would not haul aback but kept

away from us, I spoke a ship several days afterwards and was informed that the ship we saw boiling had picked up our whale and two tow-lines, the whale making seventy five barells of Oil.

An incidente happened whilst we were cruising on this grounde which I will relate. In doing so it is with the best of feeling and respect to my Olde friends which will show how anxious whaleman are to secure a prize when they think one is in sight. There were severale sail in sight one pleasante day and the one the windward of alle was the bark Kathleen Captain Moores, a Kinde, Generous, large heurted man and as goode a Sailor as ever walked the quarter deck. in the afternoon the look-out aloft espiede something to the windward of their bark which lookede like a deade whale floating on the water, making quite a slick aroundе it, two boats the mate and seconde mate were sent to it to cut a hole and reave line to take it along side, the bark was kept close to the wind to

Stop her headway as the captain did not care to tack her for fear the other ships would send boats and some one claim the whale, the captain saw his boats had got to it and were cutting away on it with spade Supposing they were cutting a hole through the flukes, (they were cutting off the shoes) To the crew on board hauled out of the hatchway the large fluke chain ready to put on. the cutting gear was put up ready for cutting and cutting stages over the ships side. So as to cut him in with dispatch when along side, before any of the ships could claim him. When all was in readiness they tacked ship and stood for their boats to take him along side, and when near enough they hauled the head yards aback and hailed the boats to run their line to the ship. You can judge the feeling

and disapointment when the boats came along side and told the Captain the supposed prize was nothing more than an old dead horse which probably had been thrown over board by some vessell bound to Mauritius, Whilst all this was going on the several ships saw them manouvering and put after her thinking they were ~~whaling~~ chasing whales.
This was to good a joke to let pass unnoticed and thare was a jam of several Captains on board the Kathleen that night, And ever after when we met Captain Moores we hailed him as horse piece which is blubber cut in pieces for mining

We anchored at Port Louis of the "Bell Buoy the first of November 1861.
The whaling barks Plover Captain Perkins and Kathleen Captain Moore were here, that evening the two Captains came on board. they informed me that the American Consul Mr Fairfield, wife and a number of friends wished to come off to one of the vessels in the harbour and pass the day. Captain Perkins had invited them to come on board the Plover, but as I had my wife and family with me, they decided it would be more pleasant for them to come to our ship, to this my wife readily agreed, and in the morning the steward was

sent on shore to Markets for Supplies.
the Ships were Gailey dressed up with
Colours at all masts, about ten o'clock
the Consul and friends with ladies came
on board, the day was very pleasant, and
all seemed to enjoy the Sea-air, at two
Oclock dinner was Served, after which we
enjoyed the day Sitting under the awning on
the quarter deck, during the time we were on
deck the steward was in the cabin helping
himself to wine, and before Supper time began
to show its effects, at four bells
the men came to the galley for their tea, the
steward was in the galley getting his tea for the
cabin, high words passed between them and
the steward threw a pot of hot tea on one
of the men, the officers seized him took him
aft and confined him below, we managed
with the cabin boy to prepare Supper for our

visitors;

Whilst they were on board Captain Moores went on board of his vessell & at midday fired a salute from his Signals six pound cannon, which was heard by the authorities on shore, a police boat was sent off to us to know the cause of big guns being fired in the port, which was not alowed except in want of immediate assistance we told them we regretted very much to have broken the rules of the port, but we had done so in honor of the U.S. Consul who was on board. they went on shore and reported and we heard nothing about the affair when ready for Sea two of our crew which deserted from us when here last time wished to come on board again being short of men we took them and they remained the voyage

(55)

We Sailed from Mauritius November
21st Sixteen months from home.
Our Bark is now in as good condition for whaling as when we sailed from home with new boats, Our Officers and crew were made up of men who had been left on shore from other ships. most of them what is termed beach combers who do not Generally take much interest in the voyage but will leave every time the ship goes into port. The crew we left home with after the hurricane deserted. Three days out of port we saw whales and took three, two days after we saw them again, struck three and only saved one, lost one by his sounding and taking 300 fathoms of line, the other stove the boat badly. Whilst boiling these. we picked up a dead whale

On this cruise we met a large number of whale ships, and occasionally would see them take a whale. We spoke the Bark Robt. Morrison, Captain Wait who sailed from home several month later than we did, the Captain came on board bringing his wife and Childe, had a very pleasant gam. We were olde friends and were glade to meet and hear from our friends at home, during the day they were on board a strong gale sprung up at night Captain Wait went on board his Bark leaving his wife and little boy Charley ~~xxx~~ with us. the following day it was blowing a fresh breeze, the sea was quite rough, Mrs Wait was anxious to get on board her vessell which was near by to the leewards, we put her in the waist boat and lowered her

down in it, and I went to steer the boat as the seas was quite high. Occasionally as we were going before them one would roll over the quarter of our boat and when we got along side of their vessells her clothing was completely wette though as was Charleys, this was her first experiance in gamming. We anchored at the island Rodrigue, took on board wood and water, gave liberty to the crew This is a smalle island, the inhabitants are mostly fisherman. Governed by a Commissioner or magistiate sent from Mauritius it is situated in the Lattitude 19.40.S Longitude 63.24.E and about 360 miles east of Mauritius We found the Robt. Morrison, Messenger, and Minerva Smith at anchor. There is a smalle town, the houses are low

built with polls and covered with branches of palms, which is a grand place for scorpions and Centepiedes to infest as they are numerous here, Our crew when on shore went inlands and brought on board sacks of Oranges and sweet Lemons which grow here One day the crews from the differant ships were on shore after drinking freely got into a fight amongst themselves and were arrested and locked up in prison. As the prison was only a small building built like the others covered with branches of palms with only two men as police to protect it the sailors were about to liberate their shipmates by tearing the prison down, word was sent off to the Captains of the vessells to come on shore and order their men on board as they had taken posession

of the town, we got our men on board and put to sea the next morning.

After cruising fifteen months between Rodenigue and Mauritius. ~~and not finding whales very plentiful~~ and not seeing whales often, but plenty of ships cruising we put away for "Basse, Australia" where we arrived and came to Anchor in January 1862.

found the Barks ~~Mary~~ Java. and Atlantic at Anchor abreast a small town situated on low sandy lands, the people are mostly farmers. who employ Convicts (ticket of leave men) as labourers - Convicts who are transported here from England, some for life, and on their good behaviour for a numbers of years are at liberty to hire out to farmers and others as labourers or servants, but are still under

Strict watch of Government officials to see that they do not escape in vessells touching at any of the ports along the coast, The people are verry friendly to all American whalers that frequent this bay for supplies which are of an excelant quality. the potatoes are the best I ever saw, beef and mutton in fact every thing that a ship requires for a long cruise can be obtained here and cheap, One Sunday I rode with two other captains, one a young man just voyage capt. about ten miles in the country to spend the day with a Gentleman farmer, we were met with a warm greeting and passed a verry pleasant day with his family consisting of his wife and two daughters, he owned a large farm and was pleased to show us over the fields of grain and orchards of fine

fruit, he hands a large Grapery of fine fruit which he cultivated for the markets, we passede a very pleas-ant day, enjoyed a goode dinner, the evening the Young ladies entertained us with music and singin, it was late when we left for town. The next day the Young Captain was not seen until evening when he called at my room and saide he saw that a lady from one of the ships in port hade a watch and chain and a fine pin which he woulde like to buy, but did not venture to mention it to her for fear of offending her, as I was welle acquainted with the lady he wished me to see if she woulde be willing to parte with them as he woulde pay a good price to obtain them, The next day as he was not at dinner, the Captains called at

his wound thinking he might be sick,
then
~~and~~ he informed us why he wanted
the watch and Chain, he said that he
was a young man, this his first voy-
age as captain, and would like to
have a companion to accompany him
on this long voyage, that he had been
thinking of going ~~to~~ in the country where
we were on Sunday and offer to many
one of the farmers daughters whom he
had taken a great liking to, as one of the
Captains present had been here twice
on a former voyage and was somewhat
acquainted with this family, he wished
him to write a letter of recondation to them,
As this was a novelle affair to us all, we
urgede him on saying we hopede he would
meet with goode success and Gain a
prize for we alle agreede that the young

lady was a very nice person and to all appearance would be a good companion for him, so I ventured to ask the lady if she would part with her watch and chain, telling her why he wished to purchase it, at first she did not seem inclined to part with it, but finally decided to as it was to be an engagement present to a young lady, and as no other could be bought in town as there were no jewelry stores in town, The next morning he started off on a fine saddle horse alone, with the good wishes of all who knew the secret of his trip, he did not return that night, the next day we heard of his returning to town but we did not see him, being very desirous to know what encouragement or disappointment he met, we called at his room, we found him locked in his

rooms, we rapped on the door and he admitted us, we found him sitting on the front of his bed with no coat on and looking very sad and disconsolate it was after a long pause before he would relate his experiance. Of Course we all said to him we hoped he had been well received and had (been) lucky in his adventure But he said he (did not) have his wishes gratified. they gave him a warm welcome when he first arived. but the one he wished to see most and to speak to and tell her his desires he could not, for the old folks he said seemed to have an eye on their daughters, and he had no opportunity to meet them alone, he said it was late in the evening, when the young ladies retired and left him with the old folks. When he ventured to make known to them

the object of his visiting them again so soon and alone.

They told him they did not doubt but that he was a gentleman and his intentions were honorable and well meaning, but he was a stranger to them only having seen him twice, And as he was on a long voyage of three years duration, and perhaps be in here several times during that period, and ~~during~~ by that time if all being agreeable and his daughter wished to marry him they would not object: but at present they could not entertain a thought of either marrying a man on so short acquaintance and leaving the country. Poor fellow he did not leave the watch, but the next port he met and married a young english woman and went the

voyage with him, when the ship
arrived home, I went down to ship
just in time to leave in a carriage
and have never met him since.
We lay at anchor at Geographe bay (Coast)
three weeks took on board wood
water and recruits for a six months
cruise, when ready for sea, found that
two of our crew had deserted. A reward
was offered for their apprehention and
the ship kept in port, I was told that the
native Indians of the country could track
them, so I sent for two and put them
on trail, they were tall lean, lank, greasy
dark men with long hair, naked except
an apron made of the skin of some
wild beast, they live in the woods and
subsist on birds and reptiles of the forest
after being detained two days they returned

they returned without our men.
They took the trail from the shore
where the men landed and follow-
-ed it, until they came to a stream
of water which they crossed and
there they lost it, We hove up Anchor
and the following day touched at
Bunbery for letters from home.
Shipped two men in place of those
deserted, It was here we first received
the news of the war being declared
between the North and Southern
States, Two days after leaving Bunbery
we found three Stowaways on board
they were Convicts, tickets of leave men
being now far away from lands I was
compelled to keep them on board until
I reached some other port, so I put them
in the forecastle to work with the crew

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We Cruised off the west Coast of New Holland a month, the weather was very rough blowing a Gale most of the time saw no whales, so we put away for our Old Cruising grounds off Roderique. We had an Olde scotchman for Cook, he was neat as wax and kept his galley clean and tidy one day Gimony for that was his name came to me saying he had a terrible tooth ache and wanted me to take it out, I examined his teeth and found them sounds and could see no cause for paining him. Gave him some hot drops to bath them and sent him away. The next day he came aft holding on his jaw and must have the tooth extracted, I called for the steward to bring me the instrument, a steel bar with

rollers and a claw, with a handle on one end, and when it was hooked to a tooth something had to come sometimes part of the jaw. I sat down on the booby hatch, took Ginnys head between my knees and when hooked to the tooth, he drew his head away and said pulle it easy Capto. I got another holde and was in the act of giving it a twist when he Grasped my hands to push them away the instrument slipped and out of his mouth came a large double tooth but it was not the one that had pained him. but it answered the purpose as he had no tooth ache after this. At another time Ginny declared the steward intended to poison him. We had been using during the voyage a medacine

very much like hot drops for internal pains, put up by an uncle of ours who was a doctor, as we had used it nearly all up, and had become thick my wife strained it, to seperate the sedament from the liquid, after doing so, she gave the dregs to the steward asking him to take it on deck and throw it over board; Our cook Gimmy always after cooking dinner cleaned up his coppers and galley and had a nap from two until four when he would start afire for supper, when I went on deck after dinner I found him sitting on a duff kid in the galley asleep. I tried to arouse him but could not. and I became quite alarmed supposing he might be taken by a paraletick shock. I called the steward and asked him if he knew of any cause

Why the cook was in this state, he said he hade given him some dregs which Mrs K. had given him to throw over board and thats hade no doubt put him to sleep, no doubt in these dregs were Opium. I went to the medacine chest and prepared a strong emetic which we managed to force in him and after a good vomiting he came too, but we were obliged to keep him moving about on his feet to keep him awake it was some days before he recovered from its effects. he always thought the Stewards intended to kill him.

Gimmy the cook ran away at the next port.

It is Seven months since we have taken a whale, during that time we have sailed ~~thirty~~ ten thousands of miles from Coast of Madagascar to Australia, and back. Kept Good lookout at the maste heads but no whales could be seen, occasionally would see a passing vessell. Long and weary days and nights they were. nothing to break the monotony of a long cruise. intill ~~the~~ the fifteenth of April we made the island of Rodeague distance ten miles we raised a large school of Sperm whales, the weather was fine, when the man at the main mast heads sang out "thare she blows" all was excitement on board, orders were given to get the boats ready to lower. lines were put in the boats

and Craft bent on. the whales were going very slow along the lands to the northards and when within a mile of them luffed the ship to the wind with main Yards aback and lowered alle four boats, with a goode prospect of Getting a good cute of Oil, Struck 4 in a short time the ocean was a foaming with white water, the whales alle came togather in a bunch heading in every direction causing our lines to get fouls and tangled togather so we were obliged to cut from them to save our boats, and when last to seen they bounde to the windwards, loente on boarde quite fallen to talk of our continued hards luck, whilste at Roderique a large English ship ran on a reef which

makes out to about fifteen miles S.W. from the islands. during the night, when day light came they were seen from the shore and boats put off to rescue her crew, the sea was breaking over her and it was with great perils to get near her. but they succeeded in taking the crew off and she went to pieces soon afterwards, the stewards wife and child was on board, when she was taken off she was nearly famished but by giving her brandy she revived and nursed her child which saved it's life, we took on board our ship a very large black billy goat he was a pet amongst the sailors they would have a boxing match and when he struck them with his heads he would send them rolling

in the lea scuppers, he got to be a nuisance on board would Eat pieces out of the rails and water ways so I sold him to the first bum boat that came along side when we arrived at Mauritius, not many days after leaving Rodrigue, we saw and Captured a large whale. he was a Monster looked like an island in the water, we could see him from the mast head as he was swimming along when he rose his head to Spout he would swing it a point each way as if look-ing for some object, there were a number of whalers in sight but none very near us. we worked cautiously and kept our boats ahead of the ship, the Larboard or mates boat Struck him first, the others pitched

Note

15A
(note)

The cause of this trouble between the second mate and Layton was, after killing the pig the second mate ordered Layton to clean up the deck where the pig had been killed which he said he would not do,

in and soon had him spouting blood, by this time the ships to the windward saw we were manouvering, made all sails and put for us, got down to us just in time to see us haul him along side, we cut him in and boiled out one hundred and five barrells of oil, he must have been very old as some of his teeth were worn off down to the jaw. and weighed then three pounds, each after stowing the oil away in the ships holds, on saturday we killed a pig to make a sea pie for a Sunday dinner ~~[illegible]~~ for ~~[illegible]~~ all hands after the pig had been killed, the second mate ordered the men on deck to wash the deck off where the pig had been killed

(11)

I was in the cabin when I heard loud talking with profane language, I went on deck and saw Leighton one of the ~~[illegible]~~ convicts which came on board at Bunbery Australia. with a sheath knife in his hand raised to strike the second mate he defending himself with a belaying pin. I ran up behind Layton seized his arm and took the knife away, Called the officers the first mate being at the mast head came down on deck. Layton was taken afte and put in irons, he calling for his two chums to come to his assistance, they attempted to come aft but was kept back by the sailors who had gathered forward of the main mast, After being securely ironed the

was
put in the pen and chained secure.
We had on several occasions trouble with
these men, they did not care to ~~do~~ work or
go aloft when ordered by the officers, and
were only kept from being mutinous was
by telling that I would be compelled to
go into port and give them up to the
english authorities. We kept Layton in
Confinement seven days on bread and
water, during the three first days he was
very noisy, threatening to murder all hands
aft and set the ship on fire, before the
seven days were up he became very civil and
humble begging to go on deck and promising
good behaviour in future, he fearing that
I would go into one of the islands and hand
him over to the Government and in that
case he would be sent back and put in
the Chain gang for life. After seven days
to our ship, [illegible]

imprisonment on hard tack and water he was sent forward with the crew, we had no more trouble with them whilst they remained on board, we put into Mauritius two months after this for our letters. Anchord off the Belle Boy four miles from the landing when I went on shore I had the three Stow-aways ordered in the boat and have never seen them after landing. I called on our Amer-ican Consul, I found a new man had been sent out to fill the Office Mr Fairfield having resigned, and a Mr Shankland a Philadelphia sailors lawyer was filling his place The present Consul had his Son a young man as assistant or clerk, who had been part of a voyage from New Bedford in a Whaler having left his ship before the voyage was com-pleted, whilst I was on shore he put off to our ship, and as I was informed after-

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was the instigation of the sailors refusing to go in the ship ~~with~~ After getting our letters I went on board, and being ready for sea the mate ordered the men to man the wind-lass and heave up the anchor, but they refused to do so, and came aft saying they wanted to see the American Consul. I sent a boat on shore with one of the officers requesting Mr Shankland the Consul to come off to our ship as the crew had refused to take the anchor and go to sea. When the boat returned the Consul came on board, all hands were called aft and asked what reasons they had for refusing duty, One of them who seemed to take the lead acted as Speaker for them all, Said they wanted more liberty on Shore, that they had been ill treated, kept on short allowance of food, not enough to

eat and what they had was verry poor
after listening to their complaints, they
were sent forward, and the Consule question
the Officers, And found them all satisfied.
With the Ships provisions which was good
and the same as the Crew had. And as
for liberty they had never heard any com-
plaint before. And as we only came here
for letters did not expect any. The Crew
were called aft and the Consule told them
they were wrong in refusing to go to sea,
and if they still refused to obey the orders
of the Captain and Officers, they made themsel-
ves liable to severe punishament, after he had
talked and told them what the penalty was
for refusing ships duty, part of them were
ready for duty and eight were put in irons
and confined below, It was my intention
to go to sea that day with these men in

ions but the wind died out and we lay at anchor untill morning. during the night two of our crew deserted and got on shore; their deserting and eight men in irons made us short handed to take up our anchor, so I went on shore to try to ship more men, I went to the Consuls and informed him of the deserters. when he said he had seen them. they had been at his office with his son, that he had changed his mind in regards to my ship going out of port with eight seamans in irons, he said he would go on board again and try to persuade them to return to duty. he came off and after seeing and talking to them, had them sent on shore to his office, when I went there he told me he had decided to take them out of the ship and I must discharge them and

(83)

Insert after 73.

A short time after we arrived home I met Mr Shankland. the american Consul that took eight men out of our ships at Mauritius which put us to a great expence and trouble to ship others besides taking up time which were ought to be looking for Whales.

Another man had been sent out by the Government and he was called home. he came to New Bedford to settle the time these Sailors had served on board, which did not amount to much as they had advances paids them when shipping and a bill on boards for Clothing. Thare happened to be one of the owners ~~and~~ in the Office whare we met who was at that time a member of Congress at Washington at that time and used his influance to have him removed

as this I felt was my opportunity to say what I ~~to~~ thought of his preedings I did so; he said he regretted having done who felt at that time was his duty. but he dide not understands sailors as he dide after having dealings with them, I reminded him of his saying he was not sent out to Mauritius to look after the interest of the Captains and Owners, but for the Sailors. his reply was if he was ever placed in such a case again he would act differant,

That afternoon I saw him and daughter traveling towards the depo to take the train, and was informed that he dide not receive money enough to pay his expenses to New Bedford

pay them what was their due. I protested against his procedings. told him he was ciping my voyage by taking these men out of the ship as I could do no whaling with a crew to man our boats - and that he had taken the sailors part of the affair without paying any regards to the Captains or Officers. And I would certainly report his procedings home to my owners and to the U.S Government." he said he did not come out to Mauritius to protect the Captains or Officers but sailors. I went on board wrote a letter to our sailors Consule protesting against his doings. sent a copy of it home, and went to sea and put away for Mahee where we anchored and lay several days and shipped men to fill the places of those left at Mauritius

by changing our crew or part of them in every port kept us with unexperianced men in the boats, we made a cruise off Madagascar and put in at the island of "~~Bourbon St Denis~~" "Bourbon" St Denis. in Lattitude 20° 5' 2" S Longitude 55° 29" E about one hundred and thirty miles west of Mauritius, while on this cruise we got fast to an ugly whale which used up three of our four boats in a short time, it was a pleasant day the whale was going quite fast when the mate sailed along side and the boatsteerer planted two irons into his side, soon the second boat the third mate struck him when he went down and came up under the mates boat taking it in his mouth and crushing it like an eggs shell, one of the loose boats came

to their assistance and pickede up the boats crew the other loose boat fastened to him as he was a verry laye whale when he turned upon them and stove both boats. Another boat was sent from the ship and with greate difaculty picked up the crews who were nearly drowned and in greate danger from the whale which was cutting and thrashing about them with six irons in him and seven hundreds and fifty fathoms of line attached to them. night coming on we pickede up our three stoven boats and what we could belong in to them before dark. We shortened sail and lay by for the night; the next day cruised on differant tacks looking for the whale but did not see him; we were standing to the eastwards one afternoon when

the man at the mast heads sang out "Sail ho," in a short time "Sail ho" was reported again from aloft, two vessells standing ~~for us~~ towards us Sir. I paid no attention to them untill they could be seen plainly from our decks for vessells were in sight most of the time either cruising or passing, when within two miles of us I took my glass and looked at them and to my surprise saw one of them was a large man of war under topsails, no topgallants sails set the other a whaler under her lee with alle canvass spread and no men at her mast heads or the look out for whales, Of Course we alle concluded it must be a Confederate man of war with the whaler as a prize. I stepped into the cabin where my wife was seated and informed her

of our discovery and advised her to pack her trunk as I anticipated ~~being~~ ~~taken as a~~ our ship being taken as a prize and we as prisoners soon. She did not seem to be much alarmed and came on deck to take a look at the Strangers who were now quite near us, our crew had made what preparation they could for leaving by filling their pockets with tobacco and pipes and an extra Shirt, the men on the lookout aloft were coming down thinking our cruising for whales was over. But were ordered to remain, they passed us about a mile to windward when the man of war Showed her Colours which proved to be an Englishman who had fallen in with the whaling bark "Cleora" Capt Akin leaking badly and was keeping her company to

Mauritius where she was condemned.
The first of January 1863 we being three
years and five months out from home.
Shaped our course for Cape of "Good Hope"
bound for the Atlantic Ocean. We made
a good passage. had fine weather, kept
in sight of the land most of the time.
Our provisions being nearly consumed
which we brought from home we Anchored
in Table bay, Cape of Good Hope. and
bought a supply for Six months.
intending to make a cruise and be at
home at the end of that time. We
cruised along the East Coast of Africa
When of Walvich bay we. Saw a School
of large Killers, (a Specia of Whale about
twenty to thirty feet long) they seemed
to be fighting each other as they thrashed
about in the water which was Bloody

We lowered our boats and went amongst them, struck and killed one, took him to the ship and hoisted him in on deck, Stripped the blubber of boiled out five barrells of Oil, this is the finest oil caught, being as white as Spring water, very thin and clear, We cut him open after taking the blubber off and found the heads of others in them as large as a water pail, I have been asked frequently if I thought a Sperm Whale could swallow a man. I have no doubt but what they could for if a Killer of this size twenty foot long could swallow a head as large as a mans, a whale could a man, We spent two months down the coast looking for whales without seeing any and in march anchored at Little Fish

Bay. Lattitude 15° 13' S Long 12° 07" E
Found here a small Portuguese settle-
ment mostly fisherman, a Governor and
a Company of negro soldiers are kept
here in case any insurrection takes place
at any of the other ports on the coast
as there a number of penal places
where convicts are sent from Portugal.
as soon as we anchored the harbour
master and health officer came on board
and asked where we were from and
how long from last port. wanted to
see my bill of health, now as whalers are
from four to six months from one port
to another we seldom take a bill of
health, and as I had none from the
last port, I gave him the one I brought
from America over three and a half
years since, as he could not read it

but saw a large seal on it twas all right. The next day another whaler came to anchor the bark Champion of New Bedford. Captain Cogeshall three years from home, the officers boarded him and they had no bill of health from last port six months since, as the portaguese are very particular and exacting they put the bark in quarentine for fifteen days leaving a police officer on board to see that no one left her, when I saw the captain I told him what I had done, he said he could have done the same if he had known for he had the one he brought from home on board, the next day I called on the governor taking one of our men with me as interpreter and stated the case to him, that the Champion

was a whaler and had been at sea
six months since leaving the last port
during that time had no sickness on board.
and that whale ships being at sea so long
did not require to take a bill of health
with them. After a very pleasant interview
the govenor sent off an officer and
permitted them to land. ~~One afternoon~~

about a mile to the right of the town on a hills was an olde forte with a dozn olde iron Guns mounted.
One afternoon whilst we lay at anchor we heard from our decks loude screaming noise which came from the shore, On looking we could plainly see Some one lashed on one of the Guns in the forte and a man flogging him he was naked and at every blow he would cry out fearfully we could also see a number of black men looking on. On my going on shore, I was told a slave had run away and been gone some time, was brought back from the county and punished in the forte. by being whipped on his bare back, and other slaves were present to witness the punishment

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So as to frighten them and prevent them from going away, we watched them from our ship. After ~~flogging~~ whipping ~~lashing~~ him they cut him loose and ~~led~~ assisted him outside the fort where he fell to the ground in the hot sun and lay for a long time untill some slaves helped him in town. I went up to the fort one day, I saw a few olde rusty Guns two of them were loadede and primed all ready to touch the match to, as I was smoking a segar at the time I was almost tempted to fire one off. On making Inquiry I was told these guns were kept loadede in readiness to fire as signalls in Case of insurrection or trouble arising in town as it was liable to be at any time, We left here and steered for the Islands of St. Helena

We cruised off the islands of "St-
-Helena" two months from fifteen to
ninety miles from the lands, during this
time saw no whales, as we were cruising
in the tract of vessells from Cape of
Good Hope passing St Helena whare
they would signalize or stop for
supplies on their way to Europe or
America, several would be in sight
almost every day, we spoke two
whalers the Ship Sea Breeze Captain
Weeks, and Bark Davis Captain
Cornelle, As we were bound home soon
took what oil they had taken to our
ship to freight home, This proved to
be quite a difficult job to do at sea
as the fresh trade winds were blowing
causing it to be rugged, The oil in large
casks was lowered over the ships side

(99)

James Town

The town is situated in a valley between two lofty, rugged and precipitous hills. It extends up the valley about a mile in length, and contains about 3,000 people. The buildings are mostly of stone. among ~~this~~ the principals may be mentioned two churches, various schools, a public library, two hospitals There is also a public garden, The town is well fortified, both by lines in front and the batteries situated on the hills on either sides. Access to country is gained by roads winding up the hills on each side,

(99)

This Dowle for
My book be sure and
have it return to me

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at one time
and rafted ten or more casks, and
towed from one ship to the other with by
their boats and hoisted in, The Ships being
a short distance apart, Spoke the Bark
Joshua Bragdon Captain Spooner off
the pats, Captain being and olde friend
and neighbour when at home came
on board and passed the evening. and
sent letters home by us.
We anchored and lay one week of Jamestown
St Helena, went on shore the next day with
my family and had dinner at Smiths
Hotel, whilst eating dinner the walls over
our heads fell down covering us and the
table with the plastering. the White ant are
very numerous and distructive on the
island and destroy all the wood work in
the houses, one cannot know the danger
they are in until perhaps the house falls

lay two weeks.

(100)

St Helena in situated in the Lattitude 15°.55" South Longitude 5°.42" west, it is verry high can be seen in clear weather forty miles from a Ships deck. it has good anchorage on the north side abreast of the towne of Jamestowne. the water is verry bold vessells anchor within a short distance of the shore. I have seen Ships coming in shorten sail and drop anchor and let 75 or 100 fathoms of chain run out and not bring up and would be a long way to leward before they would get their anchors up, take several hours to beat up to the island again. I took my family on shore, whilst here visited many parts of the Island

The Briars at this time 1863 was occupied by my esteemed friend Geo Moss Esq. was occupied by Napoleon, while Longwood old house was being prepared for his reception. His dictations to Las Cases were given in this house and this has been preserved by its various proprietors in its original state. The surrounding scenery is rocky and grands and the Briars is situated on a plateau at the foot of the hills, with a fine garden and grass fields, is rendered by contrast, more attractive. It is distance from James Town about a mile and a-half.

Longwoods Old House, The residence of Napoleon. These buildings, originally built for a farm house, were at the Napoleon arived on the Island occupied as a country residence by the Lieutenant Governor. Being selected for the Emperor, the present front room, with a veranda attached, was added to the building by Sir G Cockburn. and formed a billiard room. This room

and veranda front, being all constructed of wood, and carved and scored over with names of visitors. ~~[illegible]~~ The next room was used as a drawing room is the one in which the Emperor died. After Napoleons death the buildings were again appropriated to farm purposes, and have from the course of time and use to which they were applied, fallen into a state of delapida-tion

Longwood New House

Built for Napoleon, but he never occupied it. This building is at the foot of the lawn of the Old House, about one hundred yards distance from it. It is a one storied building, and covers an area of 23,000 Superficial feet. It contains, in all, fifty six rooms of various sizes. The house is pleasantly situated in the Eastern division of the Island, at an elevation above the sea of about 1760 feet, with a good carriage

-Roads from James Town. near five miles in Eight.

St Pauls Church
situated in the county. ow a hill back of the Plantation House.
The Church is capable of accomo-dating about 500 persons, and the style of architecture is early English.
The Church Yard attached to St-Pauls has become of additional inter-est, not only to the inhabitants, but to Strangers visiting the island many of whom have friends or relatives intered in this beautiful Spot.
The surrounding country consists of Sloping hills and fields well cloth-ed with trees and Grass; and the Spot is considered one of the most beautiful in the Island.

Ladder Hills

Is situated at the right of the harbour 800 feet above the sea, on the top is a strong fort with barracks for a regiment of soldiers, it is approached by a road on the sides of the hills a mile or more from the town, or the ladder with 3.5 steps from the fort the bottom reaching the town.

The Island of St Helena is 28 miles in circumference 8 miles across from Jamestown to sandy bay, and ~~the highest point~~ Diana's peak the highest point 2700 feet

pg. 87
Back "Thomas Pope"

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on them many houses can be seen in town destroyed by the white ants, Some of the buildings are made of tick wood and ware houses of Iron, we took a ride out to Long wood distance four and three quarter miles from town, Visited the ~~the~~ Old and new houses ~~where~~ where Napoleon Bonaparte lived his laste days, On our way out we stopped at Nutts Gate, about a mile from Long wood. and ordered a lunch in readiness on our return ~~back~~ back. We found the Old house which was used as a Stable on my former voyage here fitted up painted and papered as it was when Bonaparte occupied it. The new House which he never occupied ~~which~~ is about Six hundred yards ~~feet~~ below the bank was occupied by an old french Officer and wife who has charge of the

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buildings and the grave where he was buried, On our way back we stopped at Hutts Gate, a small Inn kept by Tom Tim a pleasant jolly old China man and his wife, they had a lunch in readiness for us of Ham and Eggs. Bread and new sweet Butter, nice fresh crisp water cress-es. and pleanty of fruits, we were now twenty five hundred feet above the sea, the fresh invigorating air gave us a sharp appetite for our meals which we appreciated.
On our way to town we visited Bonapaites grave, which is situated in a deep valley a miles from Long Wood. We drank water from a cool Spring shaded by large willow trees, It is said he walked every day as long as he was able to this Spring and sate under this tree and drank from this Spring, and the water was carried from here to supply

his house, The caniage road from Long Wood to the path leading to the grave is on a levell and quite good, but from here to town along the side of the hills are very steep So drags are obliged to be put under the wheels of the caniage to keep them from running, the driver sits on one of the horses in a saddle so as to guide his horses, half way from town to the house where Bonaparte lived is a level spot on which is a house and a large gun. this place is called alarm house. where the alarm could be given when he was on the islands is occasion required. We spent one day with Mr George Moss Esqr and family at the "Briars." a beautiful place about two miles from town where the Emperor spent two months when he first landed untill his

(108)

house was ready for him to occupy, at Longwood.

On the first of may we left St Helena homeward bound, whilst there we learnt that confederate cruizers were out destroying vessells they met from northern ports. which caused us some anxiety. and we kept a sharp lookout from our mast heads for them. as we often met steamships on the ocean we now watched them closely if any were sighted fearing they might possibly be a confed-erate. On our passage north of Bermuda we saw the hulle of a vessell her mast were gone and had the appearance of having been on fire, it was blowing strong and near night so we did not board her but ran near enough to hail and saw no one on board, no doubt she was Cap-

tuned by some confederate cruiser and the crew taken off. We were fifty miles south of Nantucket shoals steering by the wind to the westward with a strong breeze blowing from the S.W. At two O'clock in the afternoon the man at the mast head reported a sail in sight two points off our lea bow which he thought was a steamer as he could see smoke from her. I went aloft and with my glass made her out to be a long rakish bark rigged steamer standing across our bows heading to the north. A large ship had been in sight of us all day about eight miles off to the windward steering the same direction we were, the confederate which she proved to be, steered for her as she was the largest and to windward we saw them meet. the ship hauled her main Yards aback and we saw with our

Glassed a boat from the Steamer go to the Ship, it was now about Sun Set, at dark we put all sail on and kept her off goode full, put all lights out, expecting after she had taken posession of her prize they would be after us, but we had made our escape for we saw her no more the next morning the weather was thick and foggy about thirty miles South of Romans land we fell in with a fleet of fishing Vessells we steered for one of them tried to speak her but they would not heave too. I saw another to leward all hands were fishing as they had a School of fish around them and when near enough we lowered a boat put ten or fifteen (2 cwt. or more) pounds of Salt Pork in it and pulled to her, As they saw our boat coming to them, they stopped fishing, hauled their Lines in and Gathered together aft

thinking we were a Confederate cruiser. ~~We~~ our boats went along side and asked how the land bore and the distance, gave them the pork, they in return gave us a fine mess of fresh mackerells. and we left them. The following morning it being Sunday June twenty first at five Oclock we came to Anchor off Butters flat in the lower harbour New Bedford. ~~Captain Adams~~

This terminated a long and disasterous and unfortunate voyage of three years and eleven months. The first part of which was a pleasant and successfull. untill we were overtaken by a fearful hurricane and wrecked loosing our boats which were not replaced for nearly a year. Our Officers leaving and Crew deserting when in port completely broke up our voyage. But

11 94
94

(112)

our ship was nearly new and well provisioned for a voyage of three years and a long distance from home. So we hung out. We saw and our boats were along side of whales enough to have taken double the quantity of Oil if we had men to take it. As it was when we arrived home Oil was very high when sold. we made a paying voyage.

The next day after our arival we saw by the New York papers that the ship we saw off off Nantucket Shoals and captured was the "Isaac Webb" bound to New York and as she had a large number of passengers on board was bonded and allowed to go, after bonding the Isaac Webb the cruiser put for us as it proved for the same paper gave an account of the capture of this very schooner we sent a boat to

I was present in company of a number of old Grand army vets who were relating their battles fought and hardships endured and an old sea Capt was present who was asked where he was during the war, supposing he was serving his County at that time in the navy The Capt told that he was away on a long voyage and did not return untill the war was near its close. but had fought to protect the American flag and came near being taken a prisoner. In may 1862 it was a fine pleasant day near the Islands of Mauritius we were sailing to the N.E. at 2 P.M. the lookout at the mast Head reported two sails in sight ahead standing towards us. As we were in the track of vessels from the East bound around the Cape of Goode Hope I did not pay much attention to look at them untill they were within a couple of miles when I were surprised to see one of them to be a man of war and the other a whaling bark. I expected soon to be captured and made prisoners by some Confederate Cruiser I had my family, wife and two Children on board I told my wife she had better pack her trunk and make preperation to take passage in another

Ship. She did not seem to be much alarmed but made some preperation for doing so on account of the Children. The Officers and some of the Crew made preparation to leave by putting on their best clothing and taking care to stow some tobacco away. By this time the vessells were near us and we were gladly surprised to find one to be an English man of war accompanying the American bark Cleora, Capt Akin, which was taking badly to Mauritius where I learned afterwards was Condemned. On our way home we Anchored at St Helena and remained a few days. This Island lies in the track of ships both English and American bounds to home ports after passing Cape of Goode Hope one day during my stay here a large English merchant Ship anchored the Capt came on shore for supplies and letters. I was at dinner at the Hotel with quite a number of Captns some had their wifes from different Ships at anchor of various nationalities. The english Capt came in late was very talkative especially about the war in the United States. was very anxious to

Know or learn how the Southern Confederacy was succeeding finally after many injuries Said Well be meaning Englands will have to go over there and help them. There was seated at the table a Small man Capt K— whose Ship had been burned having been set on fire by one of the Crew, Capt K— not likeing the remarks of the English Capt Stood up pushed up his coat Sleeves and Said to the english capt he needs not wait to get to England to go over to america to help but just step outside the door and they would settle it at once— the Englishman begeds to be excused made all the apologies and tried to excuse himself by saying he did not Know there were any Americans present. I dont think his dinner set very well.

Hee wore gold lace arounde his cap and we learneds that he was one of the Navy reserveds of England He left for Englands soon after and no doubt learneds a lesson he did not forget from Capt K— of the bark S— of New Bedford

631G 1

From the year 1837 to 1849 I made several voyages in whale ships to the Pacific Ocean cruising around the South Sea Islands and trading with the natives. Amongst these were the Marquesas, Society, Navigators and Feejee Islands.

In Nov. 1837 we touched at Nukuga one of the Marquesas to obtain supplies such as Pigs, Bananas, Bread fruit &c. It was our custom to put into one boat cotton, cloth, powder tobacco, and fancy goods for trade, and another boat with loaded muskets to watch the natives, never allowing the natives to put their hands on the boats for fear of being capsized and our crew murdered. Before commencing our trade with the natives we always tried to get one of the chiefs on board as hostage and then we felt more safe. At the time I speak of there were no Missionaries on these Islands, there had been but they had to take a boat in the night and escape to save their lives. We went into a deep bay late one afternoon to trade the natives came down to the shore in great numbers to meet us, but said it was too late to

get any trading done that night and wished our Capt. to leave a man on shore to trade with them, so as to be ready for us in the morning. As we had a man in the boat that could speak their language, and offered to stay, the Capt told them he could stay, providing the chief or one of his sons would go on board till morning; this he agreed to and sent us a young man on board about 18 years old. Thinking all was right we returned to the ship, the next morning we started for the shore again, but were met by a canoe from one of the other bays, telling us our man was killed, roasted and eaten the night before, we proceded very cautiously to the bay, on our arrival we saw no natives where the night before, hundreds were to be seen, we discharged our muskets, as soon as this was done hundreds of them were seen jumping up from behind the canoes and rocks on the shore. We returned to our ship and found the young man we had as hostage was not the chiefs son as supposed by our Capt but one of his tribe who dared not refuse knowing he would have to suffer death if he refused. We kept this young man the voyage and

he turned out to be a very bright capable young man. In 1842 I visited this Island with another Capt., we landed in the same bay, went on shore and were received and treated kindly by the Chief and all on shore. There was a great change in a few years, and what was the cause of this change? The Missionaries were there and although English Missionaries were not allowed to remain there a few years before, Our Heavenly Father has opened a way where by the gospel must go to them. The very Missionaries that had escaped for their lives in open boats to another Island a hundred miles away, had sent native missionaries converted under their preaching, and opened a way for a more glorious future. Even now we can land on any of this group of beautiful Islands, be received with christian love, and treated with utmost kindness. In 1838 we visited another one of this group of Islands: In my wandering one day I came to a hut and on entering found a man lying on a straw mat with a log of hard wood for a pillow. I learned from him, as he could speak English a little, that he had been a cruse

in a whaler and was left on the Island sick having been badly hurt during his cruise, he was not able to sit up or take much food. When I returned on board I spoke to the Capt about him and asked permission to go and visit him and take him some food, to which he gave his consent. I had to give our crew medicine when prescribed by the Capt, so although I was but a boy I knew something about doctering, especially sailors for we always gave large doses so to see the effect soon. Every morning whilst we remained, which was about three weeks, I went to see this man taking my pills and Balsam, with a bowl of boiled rice, and sit with him to see that he ate it. I was not aware that there was a missionary on this Island at this time, but before we sailed our Capt was invited to dine on shore with two Frenchmen and to his surprise found them to be Catholic Priests and he spoke to them of this sick man; although living not a half mile from him knew nothing about him. A day or so before we left I went to see my patient and on reaching the

Inquiry re: Robbins
Family Tree

by I. Gil Robbins
Nov. 12, 1894

TO THE I

OF TH

Sharon, Massachusetts
1 October 1966

I. GILBERT ROBBINS,
MELROSE HIGHLANDS, Mass,
P. O. BOX 303.

12 November 1894

C. H. Robbins Esq
New Bedford - Mass.

Friend Robbins:-

I have got a big job on hand, and wherever I find one who has any records or facts regarding our family name, am strongly inclined to make the most of him possible. Before 1680 A. D. there were at least twelve different representatives of Robbins who migrated to this land. Col. Obedience and his brothers Edward and Thomas, settled on the Eastern Shore of Va. and Md. 1621 to '35. Nicholas, first at Cambridge and soon after at Duxbury 1638 - Richard at Charlestown and Cambridge 1639-40. Thomas at Duxbury and Salem, - John at Wethersfield Conn. Samuel at Salisbury, - Robert at Concord, - George at Chelmsford, - William at Reading &c.

I have undertaken the task to ferret out all of them, and to give as correct account of them and their descendants as is possible. Chief Rufus (Robbins) Wade, State Police, told me of you; - from that, I suppose you to be the son of Henry Howard and Mercy M. (Eddy.)

With this for a "starter", I send you what I have in direct line and ask you will fill the blank spaces, so far as you

can, – then if there is other information at your command I may avail of that also, hereafter.

Perhaps, in some cases, wherein you have not the data, it will be possible for you to advise me, who would be most likely to have it.

I derive from Robert, who is first recorded in Concord 1666 and who did, at least his share, to people that vicinity, – Acton, Groton, Littleton etc.

Have made but little endeavor to learn as yet, where any of them came from, – although Mr. H. S. Robbins of N. Y. is now endeavoring to study that portion for my assistance. The family, in Gr. Britain were entitled to and had "Coats of Arms." If possible to discover these, they will materially help in locating the branches, over there.

I trust you will not be discouraged at the amount of my wants, – was formerly (for ten years) of the Boston Police Dep^t. and that may in part account for my "gall."

Faithfully yours
J. Gil. Robbins.

Polly or Mary Robbins married (3)
Josiah Bradford Dec. 8. 1803

Josiah Bradford died May 23. 1837
Mary Bradford died June 28. 1853

Children of Josiah & Mary Bradford
as follows
Josiah Bradford born 1806 - died same year
Mary Bradford born Feb. 12. 1808
Jane C. Bradford born Dec. 15. 1809 died about 1880
Ruth Ann Bradford " Apr. 4. 1813 " " 1872
Matilda Bradford " Sept. 24. 1814
Catherine W. Bradford born July 22. 1816

Mary Bradford married Horatio Robbins
Jane C. Bradford " John Harlow
Ruth A. Bradford " Malleah Howard
Matilda Bradford " William Farmer
Catherine W. Bradford " Henry Barnes

Police Department,
New Bedford, Mass.

Misc. (undated)
notes + changes
to whaling voyage
retrospective and
1899 book: The BAM

11 pp.

Cut out a ~~Revenue~~ Cutter and Run out of the harbour without being known to any one there

I have written this to show that although not being able to be where I could take part in the late war I fought for our Flag I was wounded and had a very narrow escape from being made a Jusoner and am thinking of making a claim for a pension

Helena

After leaving home and the pilot the Capt had all the crew called aft and gave them some good advice as regards the voyage which would probably be for three years and ended his remarks by saying if they obeyed the officers we would have a pleasant voyage & no trouble

Our Capt was a hard working man and he kept the crew at work from sunrise until sunset. And often I heard him say the days were to short at sea especially when he had a job to finish which required two days to complete - I have often heard it said that a ship off of Yarmouth left their religion at home and every

Take your hands out of your pockets

Going to sea

Gallapagoe Islands scale.

lost and stayed all night
clung a stone on his back

Ten com—.

Taking a nap (but not about the raisins)

Doomsday book of lost articles

Shaving his hair pulling his ears

Getting out to sea. Spoke the Wm Rast

My first whale. whalefood sperm and right whale

Marquses Isl. Nukahiva Roa Pona

man killed on shore

Typebay. Navigators Isl. Upolu

Beach combers revenge

beach combers from Wm Penn.
Red head
Townsend ran away
First time chasing a w.
Two white flags
Apia Devils town
copper.
Jim Crook Joe
Selling guns and water
Pitcarn Island
Loosing a man & wreck

the little one is killed (6)

What kind of a landing (5) or back.
What was your first
impression on landing.
Found any harbor Trieste
the ships did not anchor
or but lay off an on
Capt went on shore to buy
potatoes the next day
sent for them met and
by cart and several
women who had dug
the potatoes one mark.
had 7 daughters all
they do the most of
the work, took dinner
with Gov Glass etc,
Coming across the usual
muting robbers.

the little one is killed to stop the mother.

X doesn't usually swim with its mouth open.

77 kava root not arbor root.

159 Mistake about small pox broke out after leaving Calio.

XXI Moahea not Zanzibar

172 Zanzibar is not 25 miles from Africa.

186. Madagaska on one side Africa on the other side of channells.

(7)

Born in Mattipoisett 1822
mooved to N.B. father died
went to school. went fisting
Sunday. The ark.

Page 12. X
breaking the sing of molass.
making molasses candy 15. X
The Dutchman
Tim Dyer.
Nurseery office.
playing foot ball.
Mr Smith baker.
Going to Bridgwatter.
Meeting Capt. Tobey.

Page 25

The modern whale ship
(not boats)
Page 26 Captain &
4 mates.

Chapter 3 lea bow
a harpoon is 3 foot long
Page 29

Stages are slung
over the side of the ship.
the officer with sharp
spades cut the blubber
in strips 6 ft. wide which
is hove up by tackles from
the mast head

Page

the blubber is thrown into
try pots to boil then the
oil is bailed out into a
cooler then put into casks

Passage from home to
Cape De Verd. Isls. (Chap 4.)

Page 32

This is a French
method not used much
as they are dangerous
to use, but sometimes
with a bomlance fired
from a gun held in
an officers hands

34.

the outter skin is
black, thin a tissue paper
the inner skin is
covered with a fuzzy
muddy hair about 1 inch
long.

35

slab of bone or baleen
are about 2 hundred on
each side.

Page 36
Whale black not grey.

Page 37
15 Bble.
37

Never saw one resting with its muzzle out of watter.

38
Tongue of a whale.

blow 40 times mistake about the noise they ~~don't~~ do not make a noise.
39) seen from 2 to 4 miles.
40) hear it 1 mile when lashing the watter.
a whale wont follow a little one along side of the vessell but sometimes

3 pp mss borrowed for Bulletin transcription

I write these incidents which occurred during our stay at "St-Helena" which you can work in the Chapter if you think best It will show that I fought and was wounded whilst defending the American flag in a foreign County during our Civil war In 1863 when I was at "St Helena" on shore dining at the Consulate in company with a company of ladies and Gentlemen several of them were American Captains of Ships in port, A large English ship anchored and her Captain came on shore to take dinner, when he entered the dining room in a blustering manner, took a seat near the head of the table and commenced talking with an English Officer who happend to be dining with us the drift of his talk was about the war in

America he was told that the northern army were victorious in most of the battles, that General Sherman had marched his large armies to the sea. This English Captain who proved to be one the navy reserves of England made this reply. Well Sir we will go over and help the Southerners whip the Yankies when we get to England. Seated at the table was a small man Capt Kelley who had had his ship burnt up in the harbour a short time previous could not sit longer, but arose from his chair, pushed up his coat sleeves and looked the english man square in his eyes saying to him it was not nessesary for him to wait until he went to England to whip the Yankies if he would step out in the Street, height he could have the satisfaction of doing it now for he was a real Yankey. The Englishman did not

accept the Challange. but tried to
make an apology and begged the
pardon of all the americans present
he left the hotel. Got his supplies on
board his ship that afternoon, took
his anchors and put to sea that
night.

Three American Captains were seated in the shade under the veranda in front of the Hotel enjoying our after dinner segars, the day was verry hot. the Street was deserted, no one to be seen moving about on account of the excesive heat. after a while we saw three large burley english Sailors coming up the Street who had just come on shore from a large English ship that had just anchored, from their rough appearance we saw they were bound to be troublesome on Shore. The U.S. Consuls office was directly opposite of where we were seated with the american flag hoisted on a tall flag staff. when these Sailors came to it they cast off the halyards and hauled

the flag down at the same time cursing the bloody Yankee flag and wrapping it around themselves.

a man from the office saw them came out and told them to leave or he would have them arrested. they followed him across the street to whare we were and struck him, by this time we felt that it was time for some one to take care of these fellows untill the police could be found to arest them we laid hold of them when a Generale fight ensued. I had my man down holding him with both hands. he took the advantage by seizing me by my long whiskers with both hands drawing my face down. I was completely in his power could not release myself untill the clerks from an office were called out to our relief. one of them in trying to stike the hands of the man under me gave me a severe

blow with his ebony rulers over my eye which caused me to stay in my room for several day, finaly the police came to our relief, and arested them and put them in prison untill the next morning when they were brought before the magistiate and fined (three pounds fifteen dollars) each which their Captain paide and the police puts them on board their ship

We were informed that these sailors came on shore with the intention of creating a disturbance so as to be arested and detained with the expectation of their captain leaving them on shore, but their plan did not succeed the ship took them away

If you care to put this in have it written up in proper shape

C H R

4

There is ~~an~~ a settee or bench in front of a large Commercials house where after dinner or in the evening Captains and others connected with the house sit and enjoy their pipes and Cigars. I was seated with two others one afternoon when we saw three Sailors coming up the street. Opposite where we were the American flag was floating Gracefully from a long pole in front of the American Consuls office and residance. The Sailors I afterwards learned Came on Shore from an English Ship just anchored with the intention of Creating some disturbance so as to be detained and leave their Ship. When they saw the American flag they seized the halyards and hauled it down wraped it arounds them making quite a disturbance. There was no one on the street at that time so we were obliged to go and order them away and save the flag. We were oblige to take hold of them when the fight ensued I had no trouble to lay my man out and was holding him down waiting for assistance when he seized me by my whiskers pulling me down

5

So I could not help myself untill the help came from the Clerks and others in the office near by with their rules. the fellow that held me down had his hands bursed badly before he let ~~go of me~~ his hold finally the police came and put them in prison. I found on being released I had a bruise over one of my eyes Burden a large as an egg so I was obliged to keep in my room sometime The next day the sailors were brought in Court fined three pounds each and sent on board of their ships. So You see I fought and was wounded for the American flag in a foreign port. On our passage home in 1863 I kept well to the eastwards to keep out of the way of Confederate Cruisers. Two days before we arrived home off South of Nantucket Shoals light ship in the afternoon about 2 O.clock I saw a long rakish bark rigged steamer standing to the N E towards us a large merchant ship which had been in sight all day about 10 miles to the windwards of us. just before dark I saw the ship heave too and the steamer run along side.

6

I felt assured the Steamer was a rebel Cruiser, and after capturing the merchant-man would be after us. The wind was blowing fresh we kept on our course had no lights lit not even in our binacle but kept on our course by the stars: the next morning I saw several fishing Schooners and as it was quite thick foggy weather I tried to get near enough to speak one of them but I could not untill near the middle of the day. I sent a boat along side of fishing schooner when they saw us approaching them they hauled their lines in and gathered together thinking we were a Confederate Cruiser and were about to make a prize of them. we got some fresh fish and bade them success. and the following morning Sunday July 26th 1863 we anchored off Clarks point at 8 o'clock Two days after we arrived we learned from New York papers the Steamer we saw Captured the Ship Isaac Webb bound from England to New York she had a large number of pasengers on board so the Capt bonded her and let her proceed to New York. The Schooner that our boat went to was taken by the same Cruiser shortly after we left her some officers and men were sent on board she then went to Portland and in the night

1862-63

Writer tells of incident which occurred at St. Helena in 1863 (during our Civil War)

He was wounded while defending the American flag in a foreign country.

~~(Narrative on wider paper is duplicate of above).~~

Forbidden Fruit

- A story from some voyage about a trip through a private garden ~~in~~ on a South Sea island.
- One of the wives took fruit when specifically asked not to do so.
- Ruined the day for everyone. Lesson learned

3 pp.

1837-49 Made several voyages to Pacific ocean, around South Sea Islands.

Nov. 1837 at Anhuga (Ua Huka) Marquesas, one of crew left on shore to trade with natives was killed, roasted & eaten by them. In 1842 writer re-visits this island & finds a great change, due to missionaries.

4 P.P. (over bp)

TO THE DIRE

OF THE MU

Sharon, Massachusetts
1 October 1966

~~Commencing the~~

From the year 1837 to 1849. I made several voyages in Whale ships to the Pacific ocean Cruising around the south sea Island and trading with the Natives. Amongst these were the Marquesas Society, Navigators and Fegee Islands.

In Nov 1837 we touched at Nukuya one of the Marquesas to obtain supplies such as Pigs Bananers, Breadfruit, &c. it was our custom to put into the boat Cutlery, powder tobacco & fancy goods for trade. and another boat with loaded muskets to watch the natives never allowing the natives to put their hands on the boat for fear of being capsized and our Murdered. Before commencing our trade with the Natives, we always tried to get one of the Chiefs on board as hostage and then we felt more safe. At the time I speak of there were no Missionaries on these Islands there had been but they had to take a boat in the night and escape to save their lives. We went into a deep bay with two boats late one afternoon the natives came down to the shores in great numbers to meet us but said it was to late to get any trade down that night and wished our Captain to leave a man on shore to trade with them so as to be ready for us in the morning

As we had a man in the boat that could speak their language and volunteered to stay the Capt told them he could stay providing the Chief or one of his sons would go on board until morning. this he agreed to and sent a young man on board about 18 years old.
thinking all was right we returned on board the next morning we started for the shore again but were met by a canoe from one of the other bays telling us one man was killed roasted and eaten the night before. but we proceeded very cautiously to the bay on our arrival we saw no natives where the night before hundreds were to be seen. We discharged our muskets as soon as this was done hundreds of them were seen jumping up from behind the rocks on the shores. We returned to our ship and found the young man we had as hostage was not the Chiefs son, as supposed by our Capt. but one of his tribe who dared not refuse knowing he would have to suffer death if he did.
We kept this young man with us the voyage and he turned out to be a very bright capable young man. In 1842 I sailed this Island a with another Capt we landed in the same bay next to the town two miles back from the shore

were received and treated kindly by the Chief and all. There was a great change in a few years. The missionarys were there although English missionaries were not allowed to remain there a few years before. Our Heavenly Father had opened a way whereby the Gospel must go to them. The very missionaries that had escaped for their lives in the night in open boats to and the Island a hundred miles off sent native missionaries converted under their preaching to them and opened the way for a more glorious future. Even now we can hand on many of this group of beautiful Island be received with Christian love and treated with ~~the~~ utmost kindness.

In 1888 we

3d Voyage

The forbidden Fruit

Stands the large Banyan Shade tree where the great Poet and writer once spent much of his time when on his visit at these Islands writing.

The Gentleman that owneds the Grounds met us at the entrance and Gaves permission to go about his Gronds sending a Coloured boy about 10 yeas old to show us arounds saying that he hoped we would not trouble the fruit or flowers. we had a very pleasant stroll about the orange Lemon and Bananas were growing in abundance whilst the Geraniums - Roses and numerous other plants looked beautifull we were welle pleased with our visit. at the entrance of the Grove stood a large orange tree loaded down with very large golden colored fruit - on passing by it - a lady one of the Captains wifes took from one of its branches a small cluster of four or five large oranges - the little Coloured boy who

had been sent with us told the lady his master would be displeased as he had requested us not to distub the fruit trees but she said no one saw her and would not know it except our company - he said to her yes some one sees you - God sees you - at the gate the Gentleman met us to invite us into his house - his eyes caught sight of the fruit the lady had. he said he was very sorry she had broken off the fruit against his wishes besides as the fruit she had was very pleasing to the eye it was sour and not fit to eat. He invited us to his house which we could not accept with the feelings we had on account of the lady and forbidden fruit - Oh she said I felt so bad on meeting him I wished the grounds on which she stood had opened and taken her out of sight -

This one thing just— a Sorrow on
our days pleasure and how often
Something which we may do which
at the time may Seem a trifling
affair will Cause Sadness not-
only to the one who does the act
but to the whole Company or
friends

Sea songs +
shanties.

11 pp.

A Whaling Song.

When spring returns with western gales,
And gentle breezes sweep
The ruffling seas, we spread our sails
To plough the wat'ry deep.

For killing northern whales prepared,
Our nimble boats on board,
With craft and rum,[our chief regard]
And good provision stored.

We view the monsters of the deep,
Great whales in numerous swarms;
And creatures there, that play and leap
Of strange , unusual forms.

Cape Cod, our dearest, native land,
We leave astern, and lose
Its sinking cliffs and lessening sands,
While Zephyr gently blows.

Bold, hardy men, with blooming age,
Our sandy shores produce;
With monstrous fish they dare engage,
And dangerous callings choose.

Now towards the early dawning east
We speed our course away,
With eager minds and joyful hearts,
To meet the rising day.

A Whaling Song.

When roaring seas run with watchful gales,

And ponds freeze over,

The rattling oars, to sound our sails

To pleasure the merry men.

For killing northern whales.

Our ample boats on board,

With craft and art, [our chief regard]

And provisioning aforel.

We view the nobleness of the deep,

Great whales in numerous swarms;

And greatness there, what play and leap

Of strange, immense forms.

Dear God, our Lord, native land,

We leave safely, and keep

Its aiding old ways learning hand,

While [illegible]

Full, merry men, with cheerful

Our family friends provide

With wonderful life's many angles.

And tenderness calling cares.

Our homes, its early lasting ways,

Its [illegible] our [illegible],

With [illegible] joyful [illegible],

To [illegible].

Then as we turn our wondering eyes,
We view one constant show;
Above, around, the circling skies,
The rolling seas below.

When eastward, clear of Newfoundland,
We stem the frozen pole,
We see the icy islands stand,
The northern billows roll.

As to the north we make our way,
Surprising scenes we find;
We lengthen out the tedious day,
And leave the night behind.

Now see the northern regions, where
Eternal winter reigns;
One day and night fills up the year,
And endless cold maintains.

When in our station we are placed,
And whales around us play,
We launch our boats into the main,
And swiftly chase our prey.

In haste we ply our nimble oars,
For an assault designed;
The sea beneath us foams and roars,
And leaves a wake behind.

A mighty whale we rush upon,
And in our irons throw;
She sinks her monstrous body down
Among the waves below.

And when she rises out again,
We soon renew the fight;
Thrust our sharp lances in amain,
And all her rage excite.

Enraged she makes a mighty bound;
Thick foams the whitened sea;
The waves in circles rise around,
And widening roll away.

She thrashes with her tail around,
And blows her redd'ning breath;
She breaks the air, a deaf'ning sound,
While ocean groans beneath.

From numerous wounds with crimson flood,
She stains the frothy seas,
And gasps and blows her latest blood,
While quivering life decays.

With joyful hearts we see her die,
And on the surface lay;
While all with eager haste apply,
To save our deathful prey.

-3-

A mighty whale we ran upon,

And in our irons threw;

She sinks her monstrous body down

Among the waves below.

And when she rises out again,

We soon renew the fight;

Thrust our sharp lances in amain,

And all her rage excite.

Enraged she makes a mighty sound;

Thick foams the whitened sea;

The waves in circles rise around,

And widening roll away.

She threshes with her tail around,

And plows her reddening breath;

She breaks the air, a hast'ning sound,

While ocean groans beneath.

From numerous wounds with grievous flood,

She stains the frothy seas,

And taps and plows her lukewarm blood,

While driving life leaves.

With joyful hearts we see her die,

And on the surface lay;

While all with eager backs apply,

To save our lasting prey.

A. Shanty.

This is a song that is sung by sailors when they are working on the windlass. The first line is sung by one man, and then all hands sing the lines following.

-/-

We are homeward bound, we cannot stay.
Good bye, fare you well, Good bye, fare you well.
We will come again some other day,
Hurrah my boys we're homeward bound.
Homeward bound, oh isn't it grand,
Good bye fare you well, Good bye fare you well.
We will soon be at home in that distant land
Hurrah my boys we're homeward bound.
So that I said we are going across the sea.

Good bye fare you well, Good bye fare you well.
You leftow it well, its America.
Hurrah my boys we are homeward bound.
We will heave up our anchor, and set all our sail
Good bye fare you well; Good bye fare you well,
And speed our our way before the gale,
Hurrah my boys we are homeward bound.
Tis little we care how hard it does blow.
Good bye fare you well, Good bye fare you well,
For the stronger the wind the faster we go.
Hurrah my boys we are homeward bound.
And when we arrive on America's shore.
Good bye fare you well Good bye fare you well.
Its to see that we never will any more go.
Hurrah my boys we are homeward bound.

"Those faces I see in my Dreams."

-1-

When sunk deep in sleep on the ocean,
Mid southern skies brilliant bright doom,
In fancy I hear the trees rustle,
That shaded my window at home.
I hear the flocks bleat in the meadows.
The cry of the men to their teams,
But dearer to me are the many
Loved faces I see in my dreams.

-2-

First rises the old chimney corner,
And then my dear father I see,
Whose pride & ties are over, are over,
His children to have on his knee.

And then by the bunk board stood mother.
With eyes full of loving joy.
Ere she went to rest, bended to offer
A prayer for her poor sailor boy.

-3-

All changes beside me are standing,
A form that I knew her how well.
A voice murmurs break not your promise,
You made in the green leafy dell.
It is gone, as I start from my pillow,
Awoke by the sea birds wild screams,
And I am far away from those loved ones,
Whose faces I saw in my dreams.

A Shanty.
for the Windlass.

My boy he was a sailor, he sailed away to sea.
Heave away my heartie, heave away my boys.
But when he went he promised he would soon come back to me.
Heave away my heartie, heave away my boys.
He sailed upon a vessel, a whaling for to go.
Heave away my heartie, heave away my boys.
It was a tedious journey, but he was bound to go.
Heave away my heartie, heave away my boys.
The captain was a good man, a sailor to the core.
Heave away my heartie, heave away my boys.
He had sailed upon the ocean for twenty years or more
Heave away my heartie, heave away my boys.
It was early in the morning the watch was down below.
Heave away my heartie, heave away my boys.
A sailor on the lookout sang out "There she blows."
Heave away my heartie, heave away my boys.
They lowered the boats and struck him and soon the monster died

Heave away my hearties, heave away my boys.
They tied a rope upon him and towed him alongside,
Heave away my hearties, heave away my boys.
We cut him in and try him out, and stow him down below
Heave away my hearties, heave away my boys.
And set all sail, and head her straight, and homeward we will go.
Heave away my hearties heave away my boys.
And soon we will be home again our friends we soon will see.
Heave away my hearties Heave away my boys.
For when we see New Bedford, we will no more go to sea,
Heave away my hearties, heave away my boys.
And when we go long side the whar, and put our feet on shore,
Heave away my hearties, heave away my boys.
You can gamble that we wont go whaling any more
Heave away my hearties, heave away my boys.

The Sinking of the Commodore.

-1-

It was on a dark and stormy night.
The wind Nor'west did blow.
And from the ship's high and lofty bows,
That were pitching to and fro.
Could be heard loud rattling peals of thunder
And fierce wild lightnings fly.
Hail, rain, and sleet, and thunders roar
And dismal was the sky.

-2-

It was early on next morning.
Our brave Commander said,
Who ever has the look out, go up to the masthead
And keep a good look out my boy,
And try what you can see.
And he soon cried out from the royal masthead
Two large ships under our lee.

-3-

Now one was of our quarter

The other off our cathead
We cleared away for action.
As our brave Commander said.
The job being done it counted one,
And last from twelve till four,
And what was fearful to relate.
We sank the French Commodore.

-4-

Now five sailors we picked up were Frenchmen,
And six from haughty Spain.
We picked them up four off the wreck.
That had floated from the main.
Soon we'll send them to proud France,
Where they had been before.
To tell the proud French Admiral,
We sank his Commodore.

December 20th 1855
Bark Clara Bell
At Sea Lat 38.00 S. Long 10.30 West

Dear Wife, With pleasure I improve this opportunity to write you a few lines to let you know that I am alive and well: and humbly trust this will find you and my dear little Hattie the same with all the rest of my dear friends. It is now 4 months sinse we sailed and I have not heard from home but am waiting patiently for a letter from you for I know you will improve every chance to write. I have Goods officers and Crew but have had a good deal of sickness on board and now have two men below very sick and have been for two weeks which has been a great care for me but I am thankfull that I am able to take care of them. and am so well myself. We have taken 3 wite whales which make us 240 barrells and had hard luck in killing one large one and then he sunk and we lost him. I shall cruise here a few days longer and try to get another and then go a Sperm whaling. Tell Mr Barstow that if I see a chance I will ship this home and if I get any more I shall go off Walwich Bay Feb. March. and April if I am successful there I shall stay in this Ocean if not I shall go off Fort Dauphin. Now my dear dear wife do write every chance for I long to hear from you. and Know you and Hattie get

along does she call Papa and Mamma
dear little one how I long to see you
both but I look forward anticipating
a great deal of Comfort with you
If I live to return Give my love
to Mother tell her I have not forgot
her likewise Brothers & Sisters and
all my Friends. I Cannot write more
now as Capt west is awaiting now
for this

Adieu untill another Chance
Yours as ever true and affectionate
husband Charles H Robbins

Love to all and God bless and take
Care of you both is my sincere prayer
Charles

the men that are sick names
are Holt and Bigham

George is well and sends his love
Kiss Hattie for us both

Bark Clara Bell off Tristan d' Acuna
Dec 27th 1853

My Dear Wife.

It Gives me pleasure to have a chance to write to you although it may be a long time before it reaches you I am well and have been since I left home and hope this will find you, my little Hattie and all my friends well and Happy Oh how I long to hear from you both how do you get along this winter, have you moved and all the news. I have not heard a word from home yet but am waiting patiently for a letter for I know you will write every Chance. Write all the particulars about my Hattie is she a good Girl, I know she is Oh I long to see you both. but I cant realize that she will be 3 years old when I get home for I think of her as I left her a little baby. Have the things got home from Fyall and if they have how did you like them and how did the Bonnetts suit. After you get this write me a good long letter Kiss Hattie every night when you go to bed for me, and learn her all the good you can. I am at this Island for some recruits. We have 240 Barrells of oil Right Whale which I shall send home the first Chance. I am now bound Sperm whaling we have not seen any yet but think we shall soon. I have a fine vessell Good Officers and Crew and think the Chance is Good for a Good Voyage in 30 months

Dear Hannah take goods care of your health and take all the Comfort you can. I look aheads Anticipating a Great deal of Comfort with you and our Little one if God Spares us which I trust he will for he has blessed us both and let us try to live a goods life in future so we may be prepared to meet in a better world never to part. Oh how I feel when I think that if we live aright here we shall always be togather and happy in a better world may God help us both Give my Love to Mother tell her that I think of her and long to hear from her, likewise all my Brothers and sisters, and all the Children I must now close for I have got to on deck to look out for the lands for it is dark

I wrote you a letter a few days ago by Bark Helen Augusta perhaps you will Get this first I wrote about 2 sick men on board they are getting better and I am in hopes will soon recover

do not fail to send to Mr Barstow for money when you need it for he will let you have all you may want
write often and May God watch over and Bless you and Spare us to meet in due time

I remain Yours Ever true and
Affectionate Husband
Charles H Robbins

George is well and sends his love he often speaks of you and his Hattie as he calls her

From Your Charles & Hannah & Hattie

Helena I shall go direct

No 4

Off Tristan d'acunha
Sunday Dec 28th 65

Dear wife. In haste I write this to let you know that I am well and hope this will find you and Hattie and all my friends well. We have 250 barrels of whale oil

I received 2 Letters from you by Bark Wavelet Yesterday for which I thank you I am so glad to hear you were both well and doing so nicely. May God Bless you both write often

Yours in Love
Charles H Robbins

Love to all

Kiss my Baby for me every night & morn

At Sea Feb 26th 1856
Lat 6° 10 South, Long 10,00 East

My dear kind Wife

It Gives me great pleasure to have an opportunity to write to you again although I can find nothing new to write except that I am in pretty Good health, but do hope this will find you and my little Hattie well and happy; likewise all the rest of my dear friends. Dear Hannah when I wrote to you last my health was Good but I begin to feel my old sickness coming on again and have to be verry carefull what I eat perhaps it is because I have been out to sea so long but I am a going to St Helena soon then I by being on shore a few day perhaps it will help me; I was in hopes that I should have my health and do well this time but I cannot help it. I have not Eat 2 pounds of meat since I left home and have been verry carefull but it is the sea or being on board of a ship that does not agree with me. My dear I am sorry to have to write this but I feel as though it was best to let you know it but do not worry for I am not as bad as last voyage and by a short stay on shore and a little good luck I shall do well yet. I have not seen a Sperm whale since we left home nor any kinds of one for two months but live in hopes to before long. I have been Cruising where the Tropic Bird was verry successful last year but cannot see any whales this. I think after I leave St Helena I shall go direct to the Indian Ocean

No 6

without I see some whales about St Helena I was in hopes to have got some oil here and made my voyage in this Ocean on account of my health I think it would be better but I shall go where I can do best for a voyage for I am sure I never shall go again I have said so before but I am now determined if I live to make a voyage this time and return never no never to try again if I can get any thing to do on shore to keep us from starving I send my whale Bone home in the Bark Mary Ann and shall send the oil home the first Chance Mrs Macomber the Capt wife has promised to come and see you and Hattie and Give you this letter I told her to Kiss you and Hatty for me and tell you all the news

dear Hannah I have sold most of those Boots and shoes for 125 and 150 apair and think I made a good trade I Gave Mrs Macomber one pair because she had none and she promised to come and see you to pay for them I went you to Keep some little money in the Bank say 100 dollars or so and what you need send to Mr Baston for because I have sent home bone and shall send oil home and if he offers to pay you take it and put it in the Bank for if I should be obliged to leave and come home I want to have a little to start with

I dont think it will happen but it is best to be sure and Keep something by you Give my Love to Mother tell her I long to see her and all my Brothers and Sisters. tell them I think of them all and wish they thought enough of me to write me a letter once in a while

And now dear Hannah how does my little Girl do does she ever call her papa is she Good. I know she must be with your Care Oh I hope you both take Comfort together and I trust God will spare us to meet again and then she will be a Blessing to us both take Good Care of yourself and her remember God has given her to us to instruct and teach in the right way to make her Good and happy here and hereafter; do write every chance for I feel so happy when I hear from you, write how you get along and Hattie is and is Mary with you I hope she is and a good Girl and a help to you

May Gods Blessings rest upon you and Guide you through life and spare us to all meet again is the prayer of your
ever true and Affectionate
Husband Charles H. Robbins

I forgot to mention George he is well and sends his love to all. he often says he wants to see you and Hattie. and come to me and wants to see the Dequeraotypes he is a Good Boy and I think a good deale of him Yours in Love Charles

Dear Hannah every time I write
to you I want to send you something
and to Hattie you cannot tell how
much I think of you and love
you if ever there was one person
loved another I love you both
do not think otherwise but forget
and forgive all the past and let
us love one another in future and
trust in our Heavenly Fathers
Care and we shall do well yet
I send you 25 dollars You may
put it in the Bank or do what you
think best with 2 and ½ is for
Hattie and the 5 cent piece is for
May if she is with you
fare well may God Bless you
all Charles

Dear Hannah, you will not think hard of my not leaving you so without saying more, but my heart was so full that I could not speak just trust in our Heavenly Father and all things will be well. Give my Love to all & write every Chance and God will Bless you. Mr Watkins will send you a sealed letter which is my agreement with him if you want to read it do so and seal it up again, and keep it safe for it is all I have to show when I return for my voyage, if any thing happens to me it is for you to settle my voyage with. Farewell may God Spare us both to meet in 30 months. Yours in Love

Charles H Robbins

to his Kind wife

Lot for
sale

Bk Helena March 17th 56

My Dear Wife with pleasure I write you a few lines to let you know that I am well and hope this will find you and my little Hattie well and happy I have been here 4 days and shall probably stay a week longer. I have sent 245 barrells of Oil home by the Bark Afton and 1800 pounds of Bone by the Bark May Ann when it gets home and sold you may draw the money and do what you think best I would like for you to have a little money in the Bank in case of sickness or my having to come home although I think now that I shall be able to go this voyage I shall go to the Indian Ocean and if not succesful there come back to the Atlantic. Capt Waite left here about 12 hours before I Arrived I was very sorry he left for. I wanted to see him very much I suppose he will be at home when you receive this taking all the Comfort possible Give him my best wishes and be sure and write when he comes again

yesterday I attended the funerals of
Mr Henry Lester of Nantucket and rode
out on the top of St Helena to see him
buried it was a very solemn time there
being a large number of ships here
and a long procession followed him to
the grave Masters and crews from diferent
ships

My dear Hannah I long to hear from you
again Oh how I wish you were with me
do write every chance and let me know how
you get along and how my Hattie is whether
she is well or not and if she is a good girl
I was much pleased to get your letters by
the Wavelet and to know that you
were both well you wrote she grew fast
and was handsome I do hope that she may
grow Good as she grows up and be a Blessing
to us both oh if I could only see you
both and know that you were well
I should be happy but I trust in
our maker that he will do all things
for our good if we trust in him
Give my Love to My Mother tell her I think
of her every day and am trying to do my best
to live aright Give my Love to Brothers

and Sisters and all my Friends

Dear Hannah. If I Should Cruise in the Atlantick Ocean the last year of my voyage and send for you to come and meet me at the Western Islands in the Spring when it is safe with Good Packets runing and only 20 days Passage out before we meet. I want you to write in all your letters if you will come if I send and meet you Have with Hattie or you can leave her with some of our Family who will take care of her for I have a fine vessell and all my officers are Gentleman and would be Glad to have your company on board and I want you for I am so lonely and want you with me never to part. I think money never can tempt me to leave you again do not say much about this untill you have made up your mind and write to me every chance and if I think favorable and nothing new takes Place and you love me enough to come I will then write to the owners and I think they will like for you to come and meet me at Fayal the last part of the voyage

George sends his love to you and Hattie he is well and is a good Boy, Kiss Hattie for me every night and Morning tell Mary to be a good Girl and I will not forget her for I suppose she is still with you. I now must close for I have a great deal of busines to finish before this vessells sails, think well of this and write often for I shall look for a letter by every ship

May God Bless you both is the prayer of your loving Husband

Charles H Robbins

My Love to All

Take the very best Care of Yourself and Hattie

please write on all your Letters the Number of the house you live in so I can send to you

St. Helena March 22d 1856

My Beloved Wife

With pleasure I write you a few lines to inform you that I am in quite good health and sincerly hope this will find you and my Hattie well with all the rest of my friends. I shall sail tomorrow from here on a cruise we are all well on board and are getting along nicely now. I had 3 men who ran away here but I have caught them and they are now on board in Irons they are very bad men but I can manage them when at sea where they can get no Liquor. I send you by Capt LaRemar of the ship Lacer a package with a Jaw which a friend Capt Small gave me and a cushion and worked bag I bought for you here. You must send to Richmond to Woods Store for them they are sent to the Care of Lohn. I feel as if I could not write without sending something to you. I have been trying to find something to send Hattie but cannot so you must keep the Jaw or some other thing until she grows up. O how I long to see you both. I wrote to you by the Bark Afton and sent my Bill by her. which I suppose will be at home first. and I want you to be shure and write by every ship that sails for the Atlantick or Indian Ocean

and what you think about coming out to
meet me at Fayal in July 1857 for
I want you with me. for Money never shall
tempt me to leave you again Write all the
news where you are keeping house or Boarding
how Hattie is and is she a good Girle,
is Mary with you &c

Dear Hannah be a good Girle and try
to be Happy and take all the Comfort
you can write often and let me know
if you receive the things I send you
and how you like them do not be
afraide to send for money when you need
it and have every thing you need
George sends his love to you and Hattie
and wants you to kiss her for him he
is a very good Boy and I think much
of him Give my love to Mother and
all my Brothers and Sisters take good
care of my Little one kiss her every day
for me and write often and may
God Bless you both and spare us to
meet again is the prayer of your ever
true and loving Husband

Yours in haste Charles H Robbins

Bark Clara Bell At St Helena

March 19th 1887

My Dear wife

Having another opportunity to write. I do so with pleasure. My health is good and hope this will find you and Hattie enjoying the same blessing. I wrote you a letter 4 days ago by the Man of war John Adams which you will receive as soon as this if not shortly after. where you will learn all the News. the man I had stabbed is better, I shall take him on board tomorrow and go to sea. and cruise along towards Home Oh how I long to be there. You may look for us in June if nothing happens. I have 200 barrels all told. George is well and sends his love to all. Give my Love to all tell them I want to see them and hope to soon. to find them all in Good health kiss Hattie for me and take Good care of Yourself. may God bless and watch over you is my Sincere Prayer

From your ever true husband

Charles H Robbins

Off Forte Dauphin March 28th/57

Dear Wife

having another chance I write you a few lines to let you know that I am well, and hope this will find you — Hattie and all my friends enjoying the same blessing. I have just got out of Port Augustine Bay where I have been in for wood and water and have got 2 men sick, one I shall send home by this ship. the other is very sick and I I think he will die soon for I have done all I could for him but that Madagascar fever is hard to cure. I hope he will get better but I am afraide not. so you see what care I have on one of these voyages. I feel thankfull that God as blessed me so far with good health to bear up under such trials. I have seen Capt Brayton in the Hope and got my letters and the Eagle which sailed 4 months ago. I was very glad to hear that you and my Hattie and all my friends were well. it took a load off my mind for I had not heard a word from you for a long year and began to think something was the matter you wrote you were both well and getting along nicely that Hattie was a good Child and loved her Papa. I long for the time to come when I shall see you both. not as I left her a little baby but I trust a good little Girl. I have wanted to send you both home something. so I and my Carpenter have been to work to make Hattie a little Beauro or a case of Draws and if we finish it in time will send it by this

ship if not by the next one bound home it is nothing very nice but as good as can be made on board of a ship with the tools we have to work with. I should like to send you something but I have not been any where yet to get anything handsome to send. Geo is well and sends his love to you both he is a good Boy.

I have 350 barrells of Sperm oil on board and hails 530 all together. I want you to be sure and send letters by every ship bound off Port Dauphin that sails before January 1858 and by all bound to the Indian Ocean for I shall cruise here all this voyage. Ask John or James Henry to enquire if the ships are bound to the Indian Ocean and be sure to write

Give my love to all tell Mother I shall write to her. I was surprized to hear that William was at home I do hope he will stay there and try to be a good likely smart man. Tell John and James Henry that I thank them for their kindness to me in writing and looking out for ship to send by and hope to be able to pay them for their trouble one of these days. I must bid you farewell for this time for I want to write to Mother and John and to Mr Barstow Kiss my Hattie for me. I wish I could Kiss you both. Love to all. May God still Bless you both with good health and Spare us to meet again

Yours in true love Chas H Robbins

The sick man I send home is an old man named Manuel Sylvia a Portaguese if you want to enquire about me send some one down South to Antone Joseph and he can tell you all the news. the Other one sick is a Portaguese named Joseph Pike Wing street

I got some nice large Beens at Madagascar and send a Bag to you and John you must take what you want of them & let him have the rest or do what he thinks best with them and if you like them write in all your letters and I will Bring some more Home

Dear Hannah I send all your letters in the Care of John for I do not Know what may happen when I am away you may move or something of that Kind and John will send them to you

Yours in Love Charles

Sailed from Maui this 15th all well Carried the sick man to Fort-Louis

Send me Papers & Letters if you know of any one bound to Maui

Bark Clara Bell at Sea
Lat 24.00 S. Long 55.00 E. May 12th 1857

My Dear Wife

Having a good chance to send, I will write you a good long letter, to let you know how we are getting along on board of the Clara Bell; My health is good and sincerely hope this will find you little Hattie and all my friends enjoying the same blessing; Geo is well and sends his love to all. I am now bound in to (Mauritius the Isle of France) to land a sick man he has been sick for two months and has been a great care for me I have done all I can for him and he is still getting worse. I think that he cannot live long and perhaps will die before I get to the land which I expect to see tomorrow if he lives to get on shore he may get some help but it is very doubtfull. his name is Joseph Duty a Portuguese It seems as though it was my lot to have sickness on board all this voyage for some one has been sick ever since I left home, all the Medacines are gone and now I am obliged to put in port for more. it has been a great care for me but I feel thankfull that I have been so well and been able to take care of the other. and am in hopes after I leave this man to have no more sickness. I lost one man over board the 25th of last October his name was Wm C Johnson of Mattapoisett. sent another home sick in Bark Ionia. do you see I am three men short but can ship them at at Mauritius, I have about 400 bariell of Sperm Oil on board which I think is rather poor luck but it is all I have seen a chance to get but hope to get some more soon at all events so I can come

home next summer. Oh how I long to see you and my little Gib. I hope she is a good Gib. I have received quite a number of letters from you the last cruise the last was by the Eagle written in Oct, that one I got three months after it was wrote and was Glad to learn you and Hattie were well and the rest of my Friends. I got the one wrote when you were in Boston. in which you wrote you were in a hurry to get back to N Bedford. I am Glad you are so Contented and like N B. so well for you remember when you first came there you thought there was no place like Boston. and could never live any where else. I am Glad you like your rooms. and the family in the house with you so well. and hope your Health with Hattie will continue good. and that you will be Happy as you can whilst I am away. I have wrote every chance that I have had. I wrote by the Bark Henry H. Clapp that was lost off Cape of Good Hope last January and sent a Bill for about 7 dollars for things I sold Capt Handy of Bark Massasoiett of Mattapoisett she will be at home this Fall and Capt Handy promised to call and pay you the Money and you can tell him the bill is lost. if he does not call and pay you after the vessell has been at home 2 or 3 weeks you had better get some one to speak to him about it for he may forget it he lives in Mattapoisett and Sally Cannon is well acquainted with him. I want you to be sure and write by every vessell that sails for the Indian Ocean. for I shall cruise off Fort Dauphin Madagascar. and shall see many ships Just out and if I do not get letters from you I shall feel very bad. for all that I think of or have in this world is my dear wife and Child. and Mother dont fail to write every cha

and let me know how you get along. if Mr Dawson lets you have what money you want which I think he does without doubt. and where Brother Wm is and what he is a doing I was surprised to hear of his being at home. Give my Love to my dear Mother tell her I think of her every day and long to see her. Give My Love to all my Brothers and Sisters tell them not to forget me and write me some letters. Give John and James Henry my thanks for writing to me as I have received a number of letters from them and would write to them all but I have so much writing to do and so much care on my mind. and I know that they all can hear from me by this that they must one and all excuse me from writing to them this time. besides postage is high and perhaps they would not care about paying so much to hear from me. but I would pay double to hear from home any time. Dearest Hannah I always feel when writing to you as though I wanted to send you something. I have some money that I sold my boat for and would send it if I could. I wrote you a few lines a short time ago by the Bark Margret Scott. Capt Howland and sent you a little Bureau which the Carpenter and I made. it is nothing very nice but I think it will please Hattie when she gets older if she lives. and I wanted to send some thing. Capt Howland lives just above you on Smith Street and will call and see you as I did not have time to write much as I only saw him a few minutes. tells Hattie to Kiss you every night for me and be a good Girl and I will bring or send her something more when I find it. Capt Howland will be Home sometime in Aug I think. I wrote to you by the Bark Lonia and sent a Bag of Madagascar Beans to John

and you perhaps you will laugh when you think of my sending home any thing of that kinds but we think them very nice and I never saw any of them at home the Iona will get Home in Aug or Sept so tell John if he wants to raise the wind to look out for the Beans. Dear Hannah when I wrote to you from St Helena I wrote asking you if you would come out and meet me at that time I thought I might cruise in the Atlantic Ocean and you could come to me in 20 days but I cruised 9 months in that Ocean without seeing a sperm whale and got discouraged of that Ocean and have now concluded to cruise in the Indian Ocean untill I come direct home. I should have certainly sent for you if I had been fortunate there. I feel as though I should be happy and contented any where if you and Hattie were with me; and I feel greatfully to you for your love in being ready and willing to come to me but dear Hannah it is a great Blessing to me to hear from you once in a while to know that you are alive and well. I long for the time to come when we shall meet May God in whom I put my trust watch over you both and spare us to meet soon to have some bright and Happy days together and if ever I go to sea again you shall be with me. I remain yours Ever true in Love

Kiss Hattie for me every night — C H Robbins

Excuse poor writing for I am very busy

Cruising off Fort Dauphin Oct 23rd 57

My dear Wife

It Gives me much pleasure to improve this opportunity of writing you a few lines to let you know that I am well, and hope this will find you, my dear little Hattie and all my friends enjoying the same Blessing. It is now a Year since I have heard from you but am anxiously looking for some ship late from home for I know you write by all, and I am now looking for Capts Wait, Allen, and Lakeman. the last I got was by Capt Mc Farlin. I was glad to learn be them that you both were well and that Hattie was so Good. Oh how I long to see you both I never was so impatient to wait as now. I have been rather unsuccessful on getting oil so far but hope to do something this season. I have 500 Bbls of Sperm on board and that is all I have seen a chance to get. I hope to get Enough so as to be at home next Fall you may expect me if God is willing and nothing happens in Aug or Sept. I send you by Mr Allen 3rd mate of the E. Dunbar two Boxes one is for you, the Carpenter made them I thought you would like it to keep your Money in, the other is a dressing Case for me and I send it home because I have no good place to keep it

and you felt so bad because I Gave Ben my other one. and perhaps I might give this away if I did not send it home, in the case you will find 4 Fans. one George wants you to send to Fletcher wife if you have a chance the others are for you and Hattie one is a double one. also some Bodkins I made you and 2 little tumblers for Hattie. I send also 3 Hats one for you one for Hattie and one for myself I do not think you will like to wear yours but perhaps you can make it over into some thing Else. Hatties I think will be good for her to wear out in the sun they was a present to me. And I send James Henry a little cane I made for him he has been very Good in writing to me as I have received a number of letters from him. and has forwarded yours and I want to make him something. I send you by Capt Lincoln my Gold Watch it has stopped and is of no use to me now. I want you to have it Cleaned and repaired and take care of it for me. the Boxes wants to be sent to the Cabinet makers and cleaned and varnished it will cost but little and look much better You can send them or wait untill I get home Just as you please. I shall cruise here untill April and then go to Mauritius there I shall expect letters from you and Mr Barston

and am inhopes to have Oil enough to come direct home, and I shall not go to Fayall this voyage but if I ever go again to sea you shall certainly go with me. for I have been so lonesome this voyage and if you were with me I should be contented. You felt very bad because I did not write you from Mahee. I should certainly wrote if I thought there was any chance of your ever getting it but the chance was so uncertain I did not write; it always was a pleasure to me to write to you. I always have and always will when I see a chance. for dear Hannah I love you as dearly as I do my life. Oh how I long to see you and Hattie it seems as though I could not wait and sometimes I think I will come home Oil or not but then I think if I do not get some more Oil I will have to come away so soon for I want to stay at home a good long time. Kiss Hattie for me tell her how her Papa loves her and longs to see her. I hope she will always be a good Girl a be a blessing to us both. George is well and sends his love to you he often comes to me and wants to see you and Hettie's pictures he is a good Boy. Now dearest keep up good Spirits pray for me and the time will soon pass I trust when we shall be together again and I hope never be seperated again so long, when I think of being gone from home so long it seems as though I would do any thing to get a honest

living rather than be separated again for so long
time from those I love so dearly

Dear Hannah I have seen Mr Sisson and have
taken part of the watches back and he
will pay you ~~75~~ 113 dollars and ~~77~~ 23 cents for
what he has kept and you will give
him the note for the watches, the
other note he will pay you the full
amount you can put the money in
the Bank or use it as you like

Give my love to all and be a good
Girl May God Bless you is my sincere
prayer yours in Love

Charles H Robbins

113, 23, Mr sisson will pay
you one hundred dollars and
twenty three cents for the
watches.

Charles

Off Fort Sanpkin Nov 9th 1857

Dear Hannah

With pleasure I write to you again that you may know that I am still in good health, and trust this may finds you and my Hattie the same. I wrote to you about 2 weeks ago since then I have had a little good luck for I have seen whales twice and taken three which made nearly 200 barrells so I have 700 of Sperm on board, So you see how soon we can get oil if we see whales. I want you to send word to Mr Barstow for I wrote him we had 500 last, and I have not time to write to him now. Give my love to all, Kiss Hattie for me, and take good care of yourself and her and if we are as successfull the remainder of this cruise as we have been, you may look for me Home next Fall, for I long to see you. Yours in love

C H Robbins

In haste so you must excuse this short letter

[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Bark Clara Bell at St Helena

March 14th 1858

My Dear Wife. with the greatest pleasure I write you a few lines to let you know that I am well and on my way Home Home where I hope to meet my dear loving wife and my little Hattie well and happy, also all of my dear friends. Oh how I long to see you and the nearer I get home the faster I want to go. I am now at St Helena for some water and refreshments and then a short cruise homewards. I have about 1000 barrells of Sperm oil on board and have about 100 barrells more of casks to fill which I hope to fill and be at home in June at all events. I shall be there if God is willing by the 1st of July. Oh Hannah how I want to see you and Hattie may God Bless you with Good health that we may take Comfort together once more and never to part again untill death. For I never can leave you again if I have to go to sea you must and will go with me for no money shall ever tempt me to go again without you. I have

a great [illegible]

had Mr Clark Capt waits mate passenger
with me as far as here. and from here
he is coming home in a man of war
and will call and see you and tell
you all the news, more than I can
write. take good care of yourself and
my little dear Child. and may our
Heavenly father Bless you both and
spare us to meet soon. My love to all
and look for the Clara in June.
George is well and sends his Love to
all. Kiss Hattie 5 times for me
when you receive this. O how I wish
I could have the pleasure of seeing
you both to day. I have some fine
little birds for you which I hope will
live to get home. some Java Sparrows.
Canaries. and St Helena Birds very
pretty. Love to all

Yours Ever Charles H Robbins

Dear Hannah, ~~since I wrote &c~~

since I wrote to you last evening I have met with more trouble about one O'clock this Morning 2 of my men got to fighting and one of them stabbed the other in the lower part of the belly with a knife it went through the belly into his bladder causing the urine to come through his belly the Doctor says it is a Mortal if not a fatal wound. So you see my dear the men I have to deal with on one of these voyages

Mr Barker my mates wife lives in Providence and he wants to meet her in New Bedford. She will call and see you and if you will he wants you to finds a place for her to board until we get home. Perhaps Maria or Martha can accomodate her if not and you are keeping house and are well it would please both me and Mr Barker to have her at our house as She is not acquainted with any one in New Bedford. as I do not know what you may be. I have told Mr Barker to write for her to call at Marias and enquire for you so you will speak to Maria about it. she will be there about the first of June. Yours in Love

Charles

Dear Samuel.

On board bark Kathleen Aug 6th 1864
Lat 42.00 Long 34.10

My dearest Hannah,

It is now 6 weeks since I left you and although my time has been engaged in getting the ship in order for the voyage, yet my thoughts have been on you and my little ones and my Mother. I never knew how much I loved you until now and my children. The time has seemed long since I left home for I miss you and the children, when I go to the table I think you must be there and I cast my eye into the after cabin and think of little Emma when there used to be a rough sea on, and then when we have taken in sail and I go into my cabin then I miss you and the childrens play with me; and above all when I ever had trouble with my crew (which I thank God I have not had this voyage) then I had a good kind wife to cheer and comfort me and it seems to me that you was sent with me last voyage the worst of all the voyages I ever went to help me bear my cares and troubles, and I should never have known how to prize a good wife as I now do if you had not been with me for we were together so little time at home that by the time we began to live I went away. It gives me great pleasure in thinking of the happiness I took when at home with my Family and I shall long for the time to come when I can return to them again with God's help and I trust to spend many more happy days

together. I hope never to be seperated so long time again
My health has been perry good since I left home. My
Officers are all young men and I think fust rate
have good Boat steerers and crew and I see nothing
now to prevent us from having a pleasant voyage
if we are fortunate to see whales; I am so much
better pointed with officers now than last voyage
I know how to prize them. if we could have had
such men last voyage how pleasant it would have
been for us but that is past and it seems like a
dream now that I shall long remember.
dont fail to write how you get along for money
for I expect it is hard times at home now. how
the children are and Mother and all the family
how Father and Mother Warren are and if you have
been in Boston or if any one has been to see you
from thare. And when you can get a good pic-
ture of Emma and the Baby taken send me
one in a letter to Mauritius so I can get it in June
next write fust of April and I think I shall get
it write a good long letter put in all you can
think of it will all be news to me. write what
I shall send you from Mauritius if I have
a chance. I may see some one bound home
when I get thare, Oh dear when I think of the
long passage I have got to make and the many
storms and gales I have got to encounter it

makes my heart almost fail, besides many other troubles in port. but I shall make the best of them putting my trust in My Heavenly Father that he will give me strength to perform what I have began for my dear wife and Children Support. Oh if he will spare us all to meet again it will be all I will ask. dear Hannah no doubt you will think I am low spirited to write this and I hardly know whether to send it to you or not. but when I get in my cabin in the evening all alone. I think of the ones I love and have followed me on a long trying voyage and long to be with them, May God Bless you all and hasten the time when we shall embrace each other again

dear Hannah. I have just spoke the bark John Dawson one of Mr Irings Ships and the Mate and a number on board received letters and I was much disapointed in not getting any. I hope I shall not miss getting some by other ships for I feel so bad I would not speak any ships were it not for getting letters from you. I want to feel that some one loves me and I know you do I feel rather sad we cannot see whales but hope to soon. I am glad to hear from you by my mates letter from his wife She wrote she had called on you and saw you and Mother I hope to hear from you soon and have letters myself

6 Lat 43 00 S. Long 33.00 W

August 13th My Dear Hannah.

It is now Seven weeks since I left you and the time has past slow to me. Oh how much I have missed you and the children. I long to hear from you and the darling baby. I hope I shall get some letters soon. I have been cruising here for a month past but have seen no whales. two days ago I spoke the Congress Capt Castino you will remember we spoke him last voyage off Rodrigue he lives near Capt Weeks when at home - To night two of my men came to me. One of them is the one that said he had been in a man of war he said that he had been deceived in shipping for this voyage his health was not good and his Mother did not know where he was that Rapelly told him in New York that he was going Capt of the ship and was going only for one year a merchant voyage and it would be a benafit to his health but he is only in a good mans place as he is about good for nothing here. The other one is a young man 18 years old he says he left his mother to go to New York to see his Brother. when in New York a man called him in to an Office and asked him if he did not want to go a short voyage in a merchant ship. told him they were going to draft all the young men to go to war and he had better go a short voyage to get clear. he told him he was

agering capt and then gave him something to drink which he called Beep and gave him some more when on board of the boat and he did not know any thing more intill he was on boarde of this ship bound out, since we sailed he has had a fit and is sick all the time so I dare not sende him aloft he says he hade these fitts often when at home he has no Father and his Mother does not know whare he is, these are some of the men they have sent me out to get a Voyage with and I think it is a Rascall piece of business to drug men and get them on boarde of ships so, but I shall get some goode men in their place when I get to the Islands, besides these two I had two wounded Souldiers not fit for ships duty and I have had to doctor ever since we sailed from home, and Rupell knew it when he sent them on board of the ship I wish I had him here too the rogue,

Aug 16th Dear Hannah, It is a dark rainy day and a dull one to me as I sit alone in my cabin and think of you and the children, I never was lonesom last voyage such days as this I had some one to mak it cheerfull and pleasant when I came below, I see by a paper I have that the bark John Dawson has Sailed I shall expect letters by her write me in your letters when you shall have written and who you have sent by so I can look after them I have sent letters to you by way of St John

N. Foundland and by the bark Anaconda and shall send every opportunity. last night I spoke the Bark John Howland, sailed from home the same day we did has seen whales once and taken one 60 bbls. the Capt has his wife and one child a little girl 5 years old with him it made me homesick to go on board of her. it reminded me of last voyage of the Comfort I took with you and the children may God bless you all and give you health and spare us to enjoy each others society for many years to come. this lady is an acquaintance of Mrs Dexter of Dartmouth and spoke of her. Last night I was called up one of my men had another fit I thought he was a dieing but is better to day I shall send him home the first chance he is a very good boy and I think it was a shamefull thing in deceiving and sending him here the way they did besides being of no use to the ship but a great care for me Aug 22d dear Hannah. it has been blowing a gale for the last 24 hours with hard squalls of rain. I hardly know how to content myself below such weather it is so lonesome, two days ago I spoke Capt Aikens he spoke of you and the Children. I like to meet my old friends at sea but it is not so pleasant as it was last voyage when we were all togather in our little Cabin but time will roll around and if we live which I pray God we may we will take comfort again no one knows how to value a good home and a loving wife and Children with kind friends untill they are separated from them two or three years

Tuesday Aug 23d To day we have had a heavy gale I thought we would loose some of our boats but it grows better as the sun goes down. it makes us think of home and those dear to us where gales of winds does not trouble us but all is safe when night comes on. I hope I shall be so fortunate to be able to stay on shore after this voyage dont you my dear

I have spoken the Bark Ohio Capt Flanders and Gave the Jersey Boy his cake his Mother sent him. he seemed pleased and he got it in a good time for he was not very well. I felt so homesick when I saw him I could not say any thing to him except that his Mother was well. for I thought he would soon be at home and I bound away from home, but we all have our time to leave and return. Oh how I love you and the Children, may God bless you all. the Man that has fits on boards has been insane since he had the last one and I have been obliged to keep him confined in the Cabin through the day and some one to watch him nights. I have another man most dead with the Consumption and cannot live long on board the ship. I would go to Fayal if direct if I had some oil but I do not want to leave whale grounds until I am obliged to but if they Get worse I shall go there and discharge them Kiss the children for me. I would like to kiss you all

from your loving husband Charles

Sunday Sept 11th 1864. My Dear Wife
I am now steering for the Islands. I expect to see Flores before night. I shall stop at Flores and try to get some more in place of some sick and wounded ones that I shall leave at Fayal. a week ago I saw a school of small whales with a large one with them (the first I saw since leaving home) we chased them from 7 o'clock in the morning untill 7 in the Evening trying to get the large one but could not get near him the next morning the ship Congress was close to us. we saw the whales early in the morning again and chased with the Congress Boats in Co untill 2 in the afternoon 40 miles or more when my mate struck the large one. he was an ugly fellow. in killing him he knocked the mate out of the boat and then made for the 2d mates boat which he took in his mouth and smashed up badly hurting the boat steerer and nearly drowning one of the boys but we killed him and took him to the ship at 4 o'clock and then went for our stoven boat. the Congress Chased untill dark but got nothing. that night we got ready for cutting. the next day took in the body and part of the head when it came on dark and we left the case untill morning for we were short handed and tired. the next morning it commenced blowing and after a deal of hard work we got the case up but found the oil had all run out

during the night it was so rugged I think we lo
12 barells of Oil from that, from the time we finishe
cutting for five days it blew a hard gale and
rained all the time so I was obliged to boile th
best I could which was very slow as we could not
keep the oil in our pots and we were 5 days trying
to save what we could and save Eighty barrells
I have no dout but what we would have
saved One hundred barells if we had good
weather and not worked half so hard I never
saw so bad a time to take care of a whale before
I shall send it home from Fayall and cruise
a month longer on the western Grounds before I
go south and shall touch at Fayall again in hopes
to land more oils. I expect some letters at Fayall
for I am anxious to hear from you and the dear
Children Oh I wish I could see you all how does
Hattie and Emma get along at schools. good Gi
I hope do not plague their Mother, and dear
little Lizzie and the baby. Kiss them all for
me tell them to be goods for their father loves
you ally. now I will write you about my crew
My Officers except the 4th mate are fist-rate, h
is verry slow and dont know much as he has n
had experiance. the Crew is made up of all kin
mostly portuguese. all the Americans I have
are either sick or Wounded. the Boatsteings of
N. York that were not fit for the army or navy
I have one most dead with the Consumption

thought if he came to sea it would cure him he
is as Charley was last voyage that we left at Mauritius
I have another one a wounded Souldier been in the
army 2 years has been wounded 3 different times
and the last time 5 weeks before we sailed came
to sea with his wounds fresh and open to get well
a few days ago a piece of one of his ribs came
out of his wounds. Another one has fits about every
two weeks and between these is crazy so I have to
have some one to watch him to keep him from
killing himself or some one else. and I am now
bound in to Sayall to discharge them for I have
had the care of them long enough and I want
mew to work in their places. it will make a
bill of expense but if there was no one to loose
by it except the man that shipped them I
would not care. but it comes out of all the
owners. when we were a boiling I felt like
opening my doughnuts that my good Mother
worked so hard to make for I felt like eating as
I had caught a whale. I opened them and found
them all Spoilt mouldy they were not soldered up
tight. I opened the Cookies and found them better
so I keep them to nibble on when hungry. I think of
you when I eat them. Frank does well as steward
makes good Bread, Cake, & Pies. but the thoughts
of any thing from home makes it taste better
I miss you and the Children this voyage I cannot
keep you from my minds. I have been at work

about the ship ever since I left home so as to pass
time and wear off this lonely feeling dont forget to
write me for if I do not receive letters from you I
shall think you have forgotten me but I know you
will be good as you always were and write good
long letters dont say you cannot think of anything
to write for every thing you write will be news
to me. I do not know as you will be able to read
this for I cut my thumb yesterday and it is sore
but if you cannot read it you must do as the
Capt did once to me, take it to some one to read to
you but not to Capt Wait for he cannot read it

write what the oil turns out and what it is solde for
that I ship home and I think when it is solde Mr
King will pay you my part and you can put it
in the bank for we do not know who to trust in
these times and you may need it all to use. You had
better send some one to Mr Kings after the oil is
solde and ask him if it is convenient to let you
have the money but not push him very hard for it
if you dont need it to use. You have power to
demand it at any time after it is solde. ask him
the quantity price solde for &c Sept 16th 4 Oclock in
the morning we are now in sight of Fayal and
I shall go on Shore to day. I left Flores day before
yesterday shiped 10 men and boys one is Franks
brother 2 years younger than he is. I thought they
would eat me up for Franks Mother and the
Children Gathered around me and got down
on their Knees and got holds of my legs